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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY,
(INCORPORATED.)

Vol. XVII.

CHICAGO, ILLINOIS, FEBRUARY 15, 1899.

No. 8.

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CONSISTING OF THE

EXCELSIOR Dustless Warehouse and Elevator Separator,
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EXCELSIOR "Combined Grain Machine."

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PEASE DUSTLESS SEPARATORS and WAREHOUSE FANNING MILLS,
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Scales, Flexible Loading Spouts.
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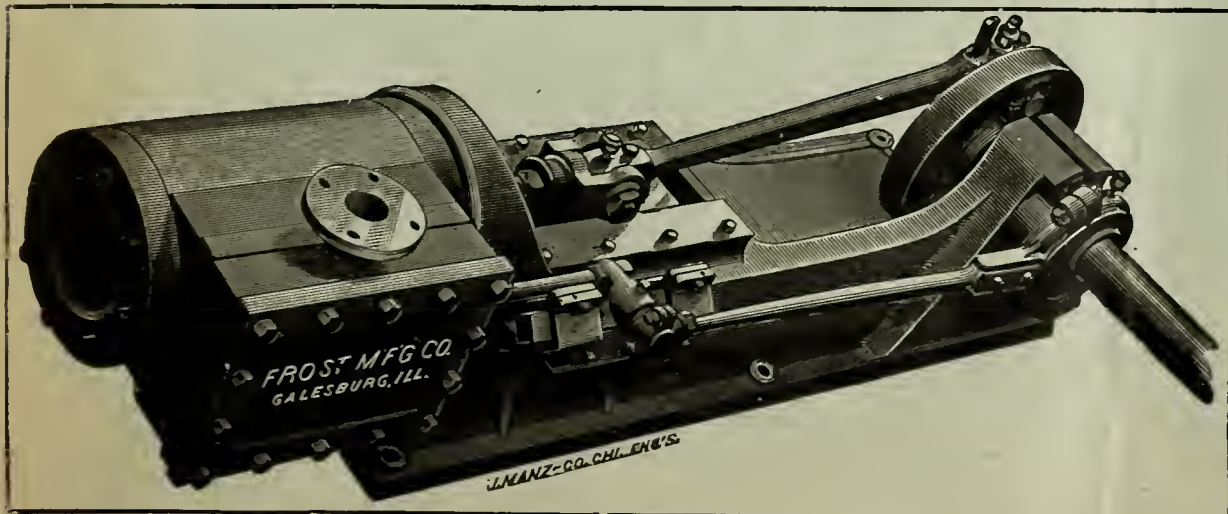
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Elevator Machinery
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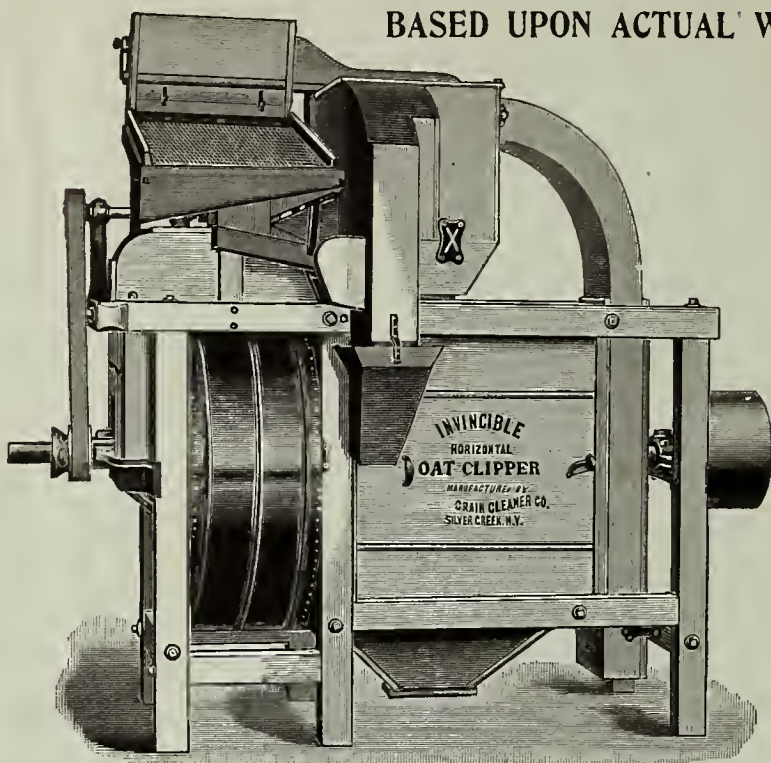
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BASED UPON ACTUAL WORK AND RESULTS OBTAINED.

The reputation of the

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Is known throughout all sections of the country where oats are handled. To gain this required a careful study and honest purpose. To maintain it requires good machines, made upon honor. It takes a good machine to induce a man to order the second, third and fourth. This is what many INVINCIBLE users are doing. If you have not an INVINCIBLE you are doing yourself an injustice. It saves what others waste. Send for references.



If you handle wheat—

SMUTTY,
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You will find it hard work to get along without the

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CORN, CORN, CORN.

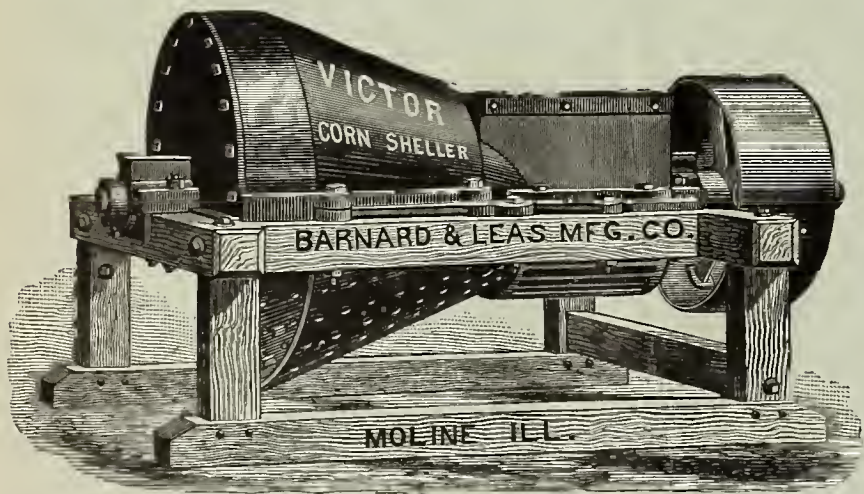
The best outfit for shelling it is the

VICTOR SHELLER,

And the best cleaner the

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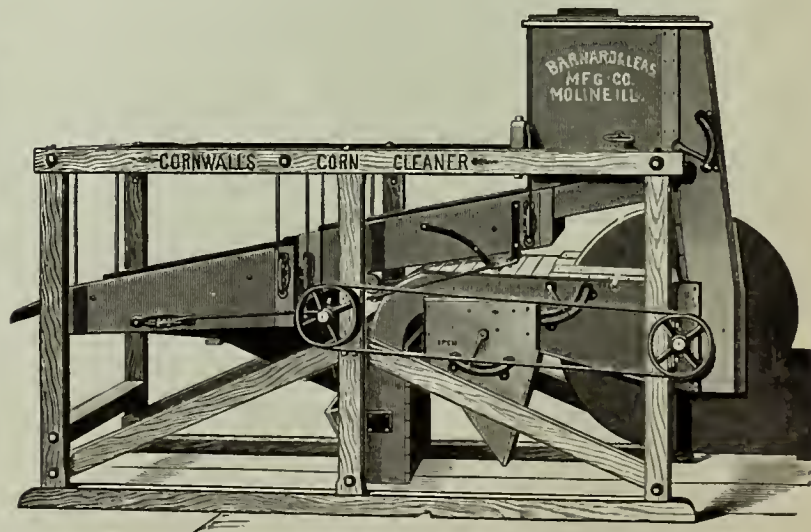
We guarantee them to clean the corn for market cleaner than any other outfit on earth.



Barnard's New Horizontal Adjustable Warehouse Scourer

IS THE BEST SCOURER IN USE.

Of Large Capacity. It is also the Best Oat Clipper in Use.



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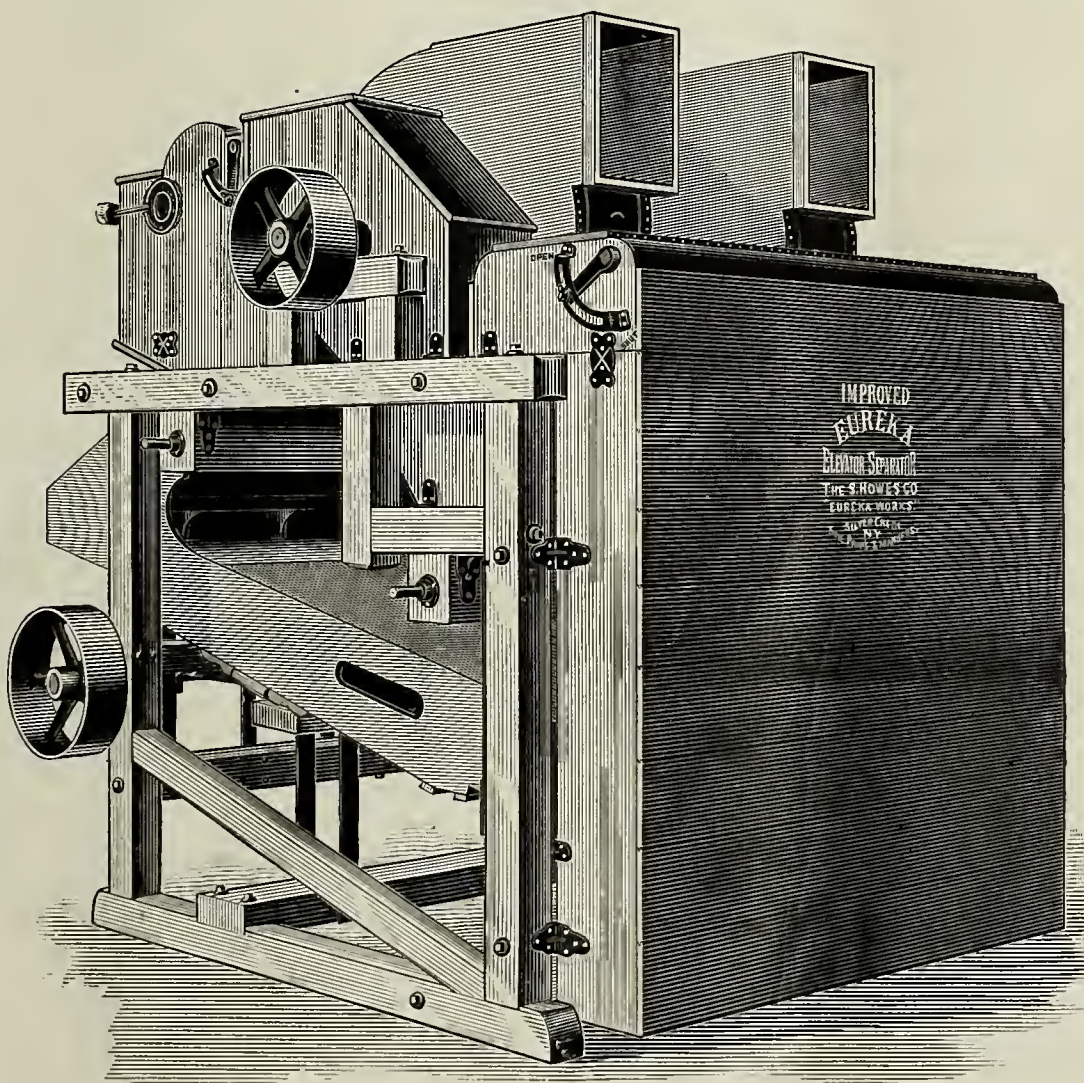
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Perfect Construction, Finish and Results.



The New Eureka Two-Fan Elevator Separator.

This is our latest and greatest success in this style of Separator. It is the only Separator having two separate and distinct fans, drawing air from four sides, and making three perfect sieve separations.



Our counterbalance shoe drive insures smooth and steady running.

This machine must not be confounded with so-called double fan machines, that draw from one side only.

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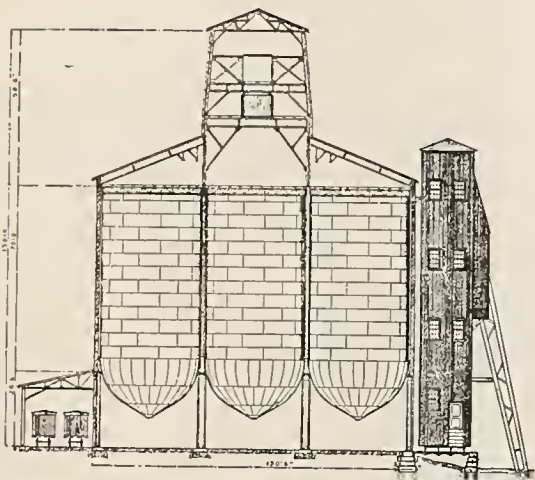
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Grain Elevators of Steel,

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Gas Holders with Steel Tanks.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

Water and Oil Tanks,
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Every Description,

Designed,
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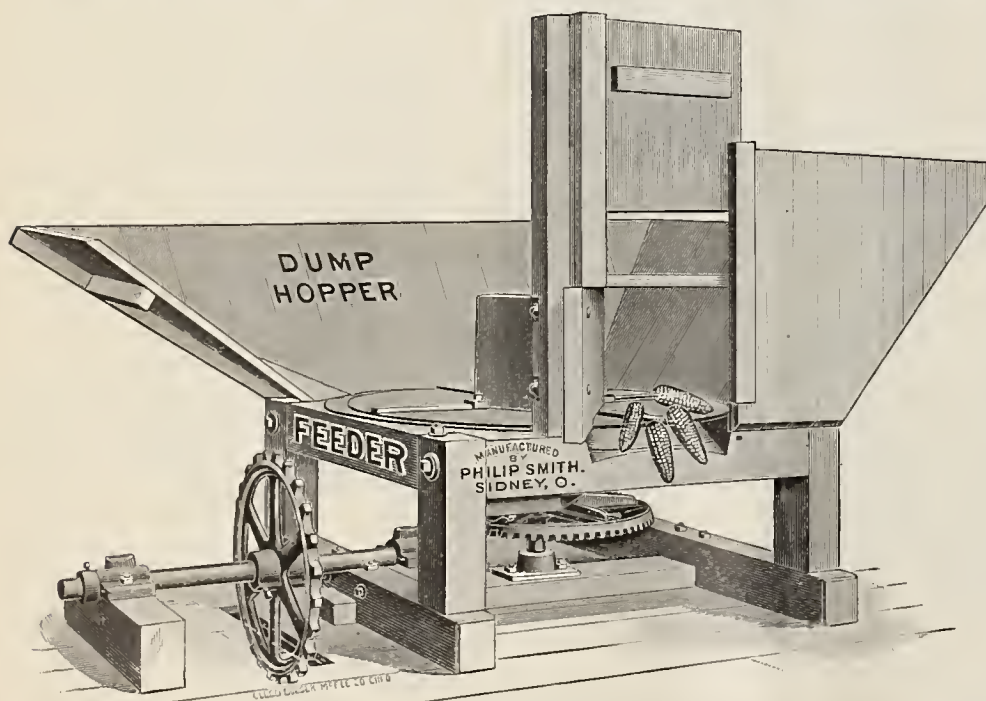
Plate, Tank and Boiler Works, First, Second and Third Aves.

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LONG-DISTANCE TELEPHONE CONNECTIONS.

SMITH'S Automatic Warehouse & Elevator Machinery.



The Marquis Patent Ear Corn Elevator and Sheller Feeder

Will feed corn from the dump to elevator, or sheller, with or without aid of a drag belt. Feed adjustable from 100 from 1,500 bushels per hour. Can adjust feed to any amount sheller will handle. Feeds to either sheller or elevator by changing reverse board. An even feed is a great advantage, increasing your output, and will show a big saving in repairs on engine and transmitting machinery. Runs easier and requires less attention than any so-called feed device on the market. Is but 18 inches high, 3 feet 4 inches square, all parts being heavy and durable. Applied to old dump at very little expense. Pays for itself many times over in one season. Saves the expense of one man. Over 7,000 in use, giving universal satisfaction.

Corn Shellers, Separators, Cleaners, Ear Corn Feeder, Dumps, Self-Cleaning Head and Boot, Drags, Conveyors, Etc. Also a full line of Elevator Supplies, Belting, Pulleys, Elevator Buckets, Etc.

Parties contemplating building or repairing warehouse or elevator will do well to get my prices and description of machinery.

PHILIP SMITH, Sidney, O.

BELLINGER'S PAT. LOADING SPOUT

From Elevators to Vessel, Showing Spout and Carrier complete and Connected to Building, also manner of assembling Parts of Spout when Parties change their old Spouts.

When Parties have the Iron Telescope Spouts they can Slot their old Spouts and make a Perfect Rig as shown in Details. In such cases I will furnish Everything Complete except Rig for handling Telescope. Cost of Right and all Parts on application.

A. D. BELLINGER,
Supt. G. N. Elevators
WEST SUPERIOR, WIS.

Consolidated Elevator Company.

DULUTH, MINN., Dec. 30, 1898.

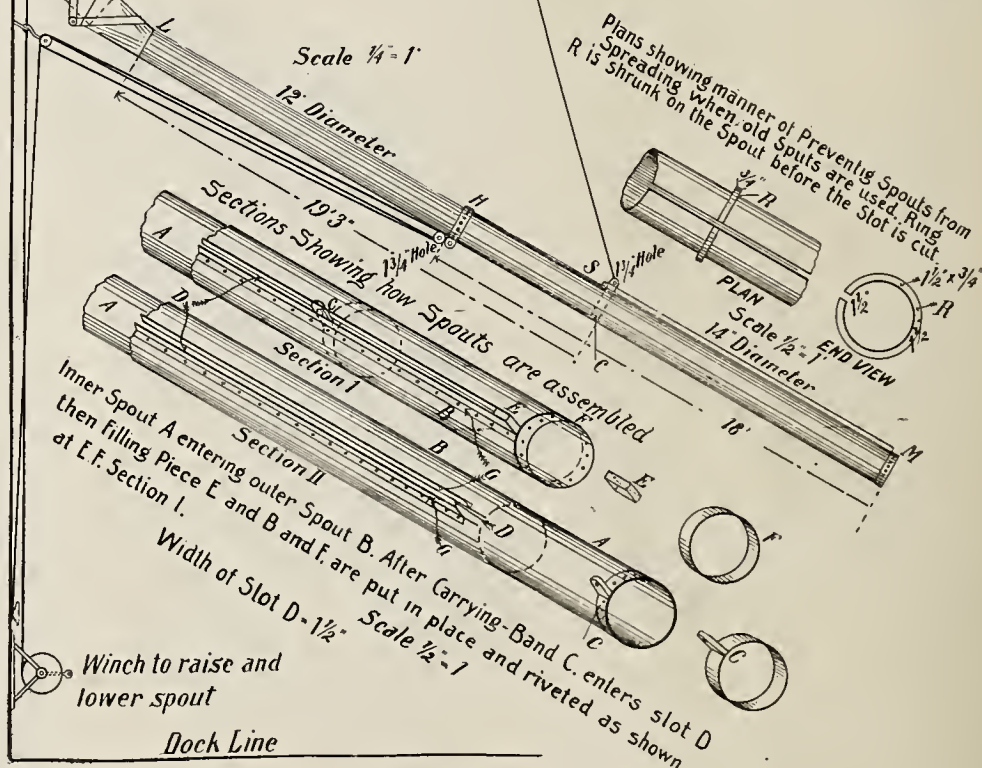
A. D. Bellinger, Esq.,

Superintendent, West Superior, Wis.

DEAR SIR:—Replying to your favor of the 29th inst., would say, we have been using 34 of your Loading-out Spouts on our elevators for some time, and are much pleased with them; we shall probably require 12 more before the next crop begins to move. We take pleasure in recommending them as the best spout we know anything about.

Yours truly,

CONSOLIDATED ELEVATOR CO.,
By M. J. Forbes, President



Bellinger's Patent Loading Spout,

Shown in the above, is used to load grain from elevator to boat. This spout will save about one-half time in loading out, as you do not have to depend on unfit rigging furnished by the boats to handle the spouts. They are suspended from the side of the elevator by steel cables and swinging arms, in such a manner that the spouts do not have to be attached in any manner to the boat; therefore they are not liable to breakage from listing of boat; and when the boat is to be shifted from hatch to hatch, it is only necessary to swing the spout clear of the boat rigging, and before the boat is tied up the spouts can be swung over the hatch and grain started. The spouts can be lengthened or shortened at will without changing the pitch of spout. The winch used to hoist the spout can be worked by one man, and is so constructed that it is impossible to let go. This is important as the spout cannot fall and smash, which is quite common with the old-style rig.

Look the cut over and write me for any information wanted, and also for prices.

A. D. BELLINGER,

Superintendent Elevators,

WEST SUPERIOR, - - WISCONSIN.

Put in Metcalf's Improved Grain Dryer and Cooler

And Make Money.

This machine will rapidly restore to grade all wet or heated grain. It is doing it satisfactorily and profitably in the largest elevators in America and England, and we are prepared to guarantee that it will do the same for you.

During December we sold seven machines to parties who already have our drying plants.

One of these sales was to the Illinois Central R. R. Co. at New Orleans and consisted of two 1,000-bushel Dryers and one 1,000-bushel Cooler, which is an exact duplicate of the plant put in for this house two years ago.

Is this not eloquent testimony?

There has never been a time when a Grain Dryer and Cooler could be put in to such advantage as now, because there has never been so much wet and heated grain in the country. The man who puts in the first machine in your section will make the most money.

Please write us for descriptive catalogue and prices.

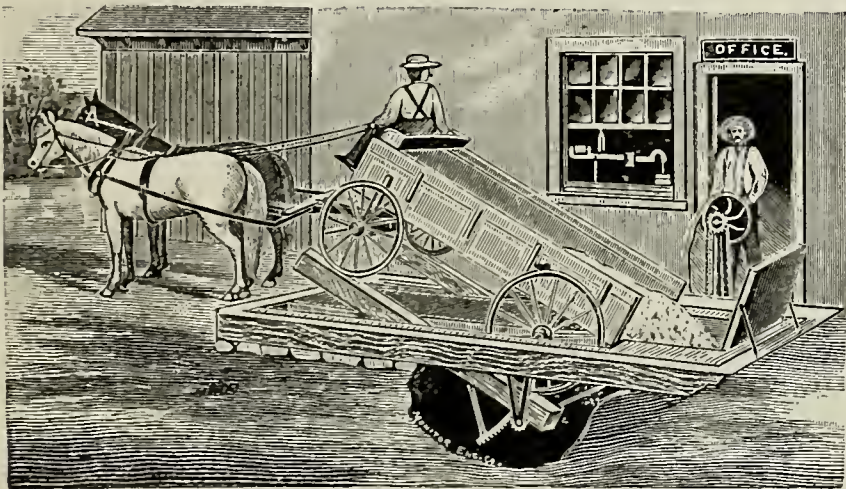
John S. Metcalf & Co.,

GRAIN ELEVATOR BUILDERS,

1097 West Fifteenth Street,

CHICAGO.

Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.
MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,
M. C. WOODWORTH.

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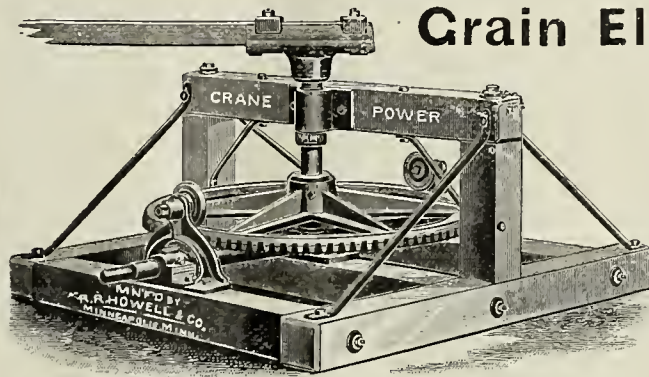
THE SAVAGE & LOVE CO., Rockford, Ill.

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.

THE ORIGINAL CRANE POWER.

Specially adapted for use in

Grain Elevators.

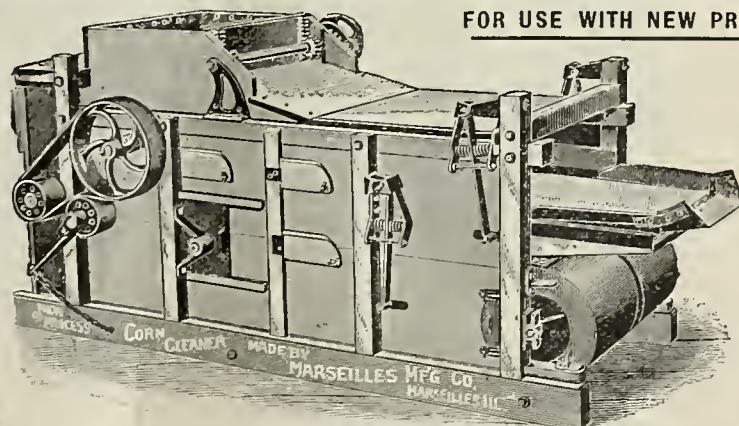


We also furnish complete elevator equipments, including Car Pullers, Grain Shovels, Wagon Dumps, Sprocket Wheels, Chain, Boxes, etc. If you are in the market for elevator supplies don't fail to correspond with us.

R. R. Howell & Co., Minneapolis, Minn.

NEW PROCESS CORN CLEANER

FOR USE WITH NEW PROCESS SHELLERS.



Also all other makes of Warehouse Shellers.

Made in Three Sizes.

Capacities—500 to 1,400 bushels per hour, according to size.

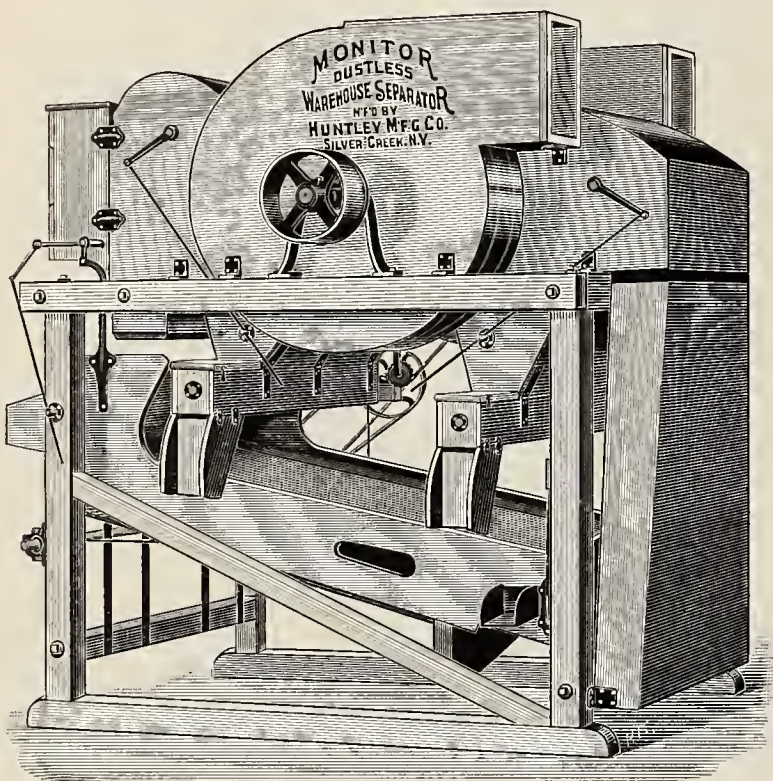
Can also be used for cleaning small grains.

The special features of this machine are as follows, viz.: Large capacity, excellent work, occupies only two thirds the room required by other cleaners of same capacity; has two cleaning fans, one blast and one suction; is dustless; can be knocked down and set up in any part of building; adjustable feed opening, which can be opened or closed off entirely without stopping machine or throwing off the belt; two cleaning shoes hanging on patent springs; the grain and screenings all saved; noiseless; runs light; durable. The New Process Shellers and Cleaners make a fine outfit for any house. Ask for circulars. Address

MARSEILLES MFG. CO., Marseilles, Ill.

The Monitors

Grain Cleaners. Oat Clippers.



Will give better general satisfaction than other makes.



About all of the leading cleaning elevators are equipped with Monitors.

This machine stands alone—AT THE TOP.

Conceded by all users to be the best Cleaner made.



The only Separator built with two fans and a special vacuum chamber.

Four separate and distinct air currents act on the grain. These currents are regulated from vacuum or exhaust chamber; hence are positive, regular, and evenly distributed.

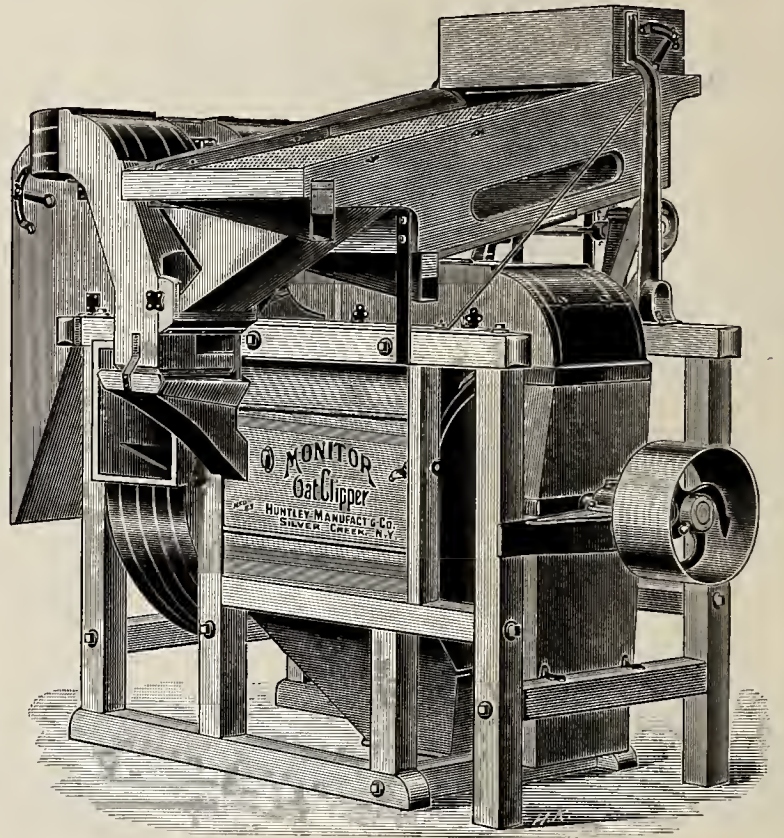
Results! The highest class of work that can be done.



No grade grain in the screenings.

To make a long story short: convince yourselves by going into any of the prominent modern cleaning elevators. You will find the Monitors at work there.

Bear in mind that the Monitor is not two single fan machines built together in one frame.



Are quite a few steps in advance of any machines of this type built.

This is a strong claim, but, like all claims we make, we are prepared to demonstrate it.

They are high grade in every respect and, like the Monitor Cleaners, are generally selected by the builders of modern cleaning houses.



Clipping houses claim that they can obtain better and more economical results with the Monitor than with any other Clipper.

Special attention has been given to the construction of the machines, all weak points overcome, and to-day they stand—the best built, the most durable, the best looking, the easiest regulated, and the lightest running Clipper on the market.



Do you need a Clipper? Are you in doubt as to the best? If so, go to any modern elevator (prominent house) and you will find them. That is all we ask. Your order will surely follow.

MORE MONITOR MACHINES IN OPERATION IN LEADING AND PROMINENT MODERN ELEVATORS THAN ALL OTHER MAKES COMBINED. WRITE US.

Huntley Mfg. Co., Silver Creek, N. Y.



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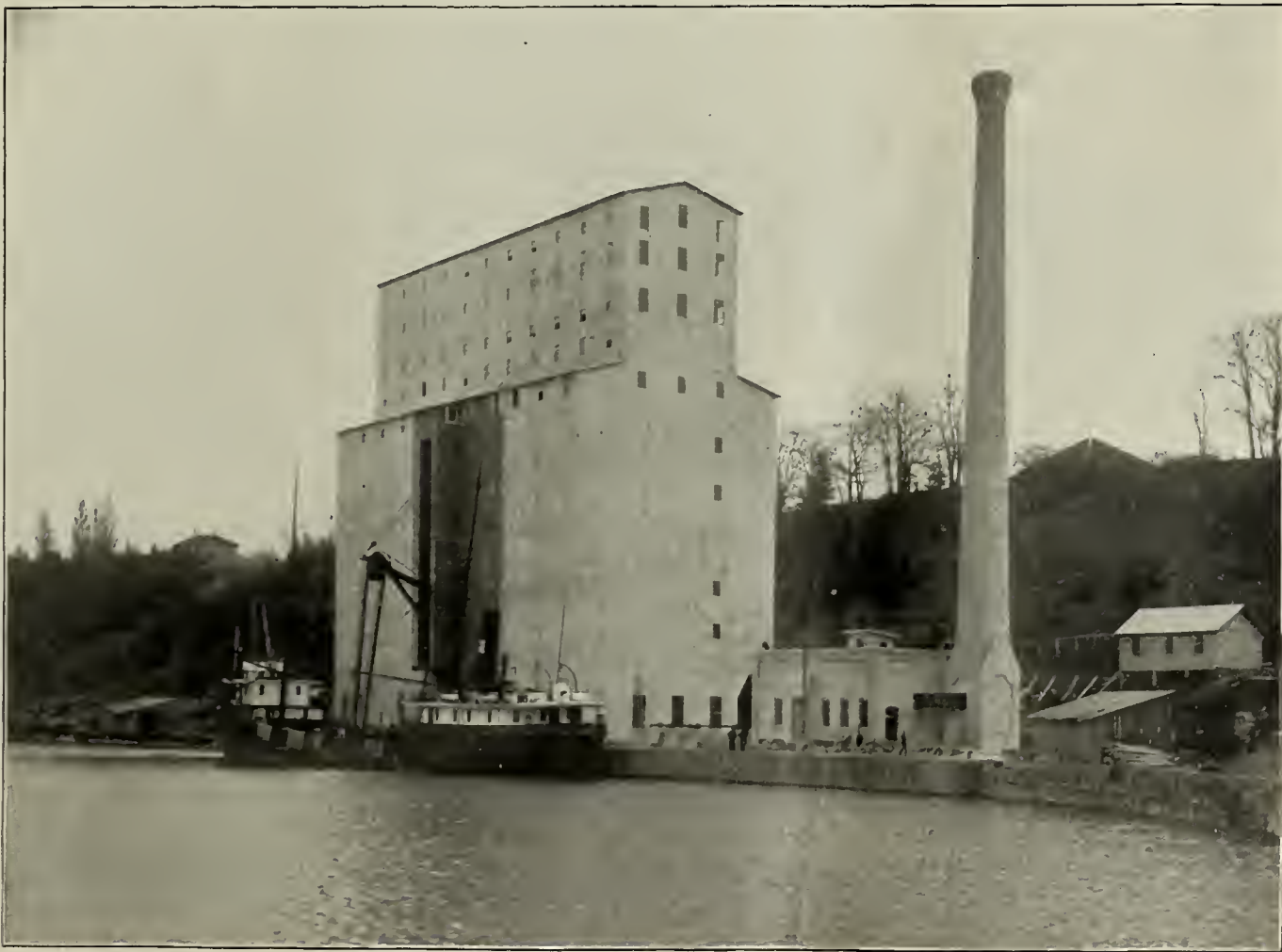
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THE GODERICH ELEVATOR.

Canadian commercial centers are all excitement this winter with schemes designed to increase the grain carrying trade from the Northwest through the Dominion east of Lake Huron to Montreal and Quebec for export. Montreal is naturally inter-

ronage of the grain shipper of the Northwest, of which hitherto but little has been said by the metropolitan newspapers of Canada, interested, as they are, in their own local schemes. Yet the town of Goderich, Ontario, situated almost on the same parallel as Toronto, at the terminus of the Grand Trunk Railway, upon the east shore of Lake Huron,

faith in this route which expresses itself in works; and thus they propose, by means of the new grain elevator just finished, to put their claims to the practical demonstration. It is asserted that the harbor of the town of Goderich is the most accessible of any on the east coast of Lake Huron, or of the Georgian Bay, and is the only harbor of



THE ELEVATOR OF THE GODERICH ELEVATOR AND TRANSIT COMPANY AT GODERICH, ONTARIO.

ested in all the proposed routes, but is specially committed, so to say, to the proposed Georgian Bay Canal via Ottawa River; Toronto is urging the improvement of her own harbor and that of Collingwood to make available the much-discussed "Collingwood route;" while Midland, Owen Sound, Parry Sound, etc., are not without their friends and champions of routes already in operation, however imperfectly developed.

And now comes another candidate for the pat-

is claimed, by competent critics of practicable transportation routes, to be the best situated port in Canada through which the grain from Chicago, Duluth and Fort William should pass en route to the Atlantic seaboard for export. As a medium for the distribution of wheat to the various millers of Western Ontario, and also of barley and corn to the brewers and stock raisers, this port claims a decided advantage over all others. Moreover, the champions of the "Goderich Route" have that

refuge on the east coast. The Dominion government has been making extensive improvements to the harbor and entrance thereto in the building of a breakwater and dredging, which, when completed, will insure a sufficient depth of water to admit the largest freighters upon the lakes.

The elevator, as shown in the accompanying picture, was designed and built by Mr. J. H. Tromanhauser of Minneapolis, Minn. The dimensions of the elevator are 66 feet wide by 154 feet long, with

72 feet of cribbing, and it has a storage capacity of 550,000 bushels. It is built upon the site of the old Grand Trunk Railway Elevator, which was destroyed by fire in the fall of 1897, and is supported by piles driven to the rock, upon which is a concrete bed 20 inches thick extending under the whole structure. On top of this concrete bed are 72 piers of concrete, capped with large blocks of stone. The total height of the elevator is 165 feet, and the bins are 21 feet above the working floor and 72 feet high. Above the bins are four floors running the entire length of the house. The first is occupied by the distributing spouts; the second has six sets of Fairbanks Scales of 72,000 pounds' capacity each, and fitted with Fisher's patent recording attachments; the third contains six large garnerers, each with a capacity of 1,800 bushels; and the fourth floor contains the heads of the six elevator legs, driven by gears, and the line shafting. The entire cupola is supported independently from the cribbing by posts resting on the piers and extending up through the bins. This provides against the unequal shrinkage of the building and keeps the machinery from getting out of line. An extensive dock has been built, extending along the entire front of the elevator property, and is so constructed and bound together with the foundation proper as to form one of the most complete elevator foundations ever made. The depth of water along and in front of the dock is 20 feet.

The marine leg is 60 feet long and of the boom type, and has a capacity of 15,000 bushels per hour. It is located on the side and in the center of the building, and occupies the space of one bin. It discharges into either or all of the three large inside legs, each of which has a capacity of 18,000 bushels per hour. From these legs the grain is carried to the top of the building and emptied into the garnerers, from which it drops into the scales and is weighed. To the hopper of each scale is attached one Tromanhanuser Patent Distributing Spout; and the arrangement of these spouts is such that the grain can be discharged directly into any bin in the house, no conveyor belts being used either above or below the bins. The elevator contains 72 hopper-bottomed bins of various sizes. Three smaller elevator legs provide for the rapid loading of cars, which is done on two tracks, one of which runs through the elevator. With these facilities, the elevator has a car-loading capacity of 30,000 bushels per hour.

The power is transmitted to the elevator by a 6-inch shaft, from which an eleven-rope drive to the top of the elevator runs the elevator legs. The winches for the marine leg, power shovels and car pullers are driven by rope drives connected with the main shaft inside the elevator. Wilkinson Patent Friction Clutches are used throughout.

The power house is located 60 feet to the west of the elevator and is a brick building 36 by 48 feet in size, with pitch and gravel roof. The power plant consists of a Wheelock Automatic Cut-off Engine, running 700 revolutions per minute, with condenser, and developing 350 horse power. Two tubular boilers, 16 feet by 66 inches in size, furnish the steam. They are set up independently, so that they may be run singly or together. The power house also contains an Ideal Highspeed Engine and Dynamo, which furnishes the current for 130 incandescent lights and six incandescent long-burning arcs. The smokestack is circular and of white brick, 165 feet high, with a flue 54 inches in diameter and a core extending up for 60 feet. The foundations for both the engine house and smokestack were constructed on the same principle as that of the elevator. The entire machinery and power plant was furnished by the Goldie & McCulloch Co., Limited, of Galt, Ontario.

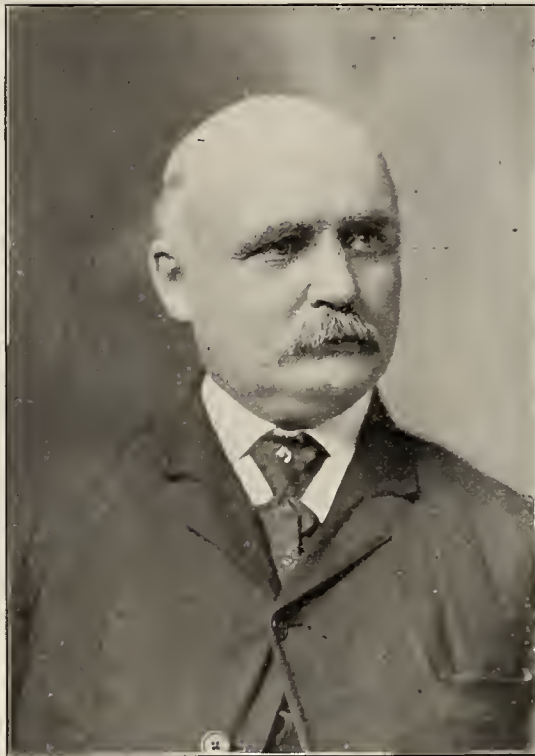
The elevator is now covered completely with corrugated galvanized iron (although a small part of the work remained unfinished when our photograph was taken), and is also well protected in case of fire, by having standpipes throughout the building, with sets of hose on each floor. Barrels filled with brine and fire buckets are conveniently located at all necessary points, and a fire escape has also been attached to the side of the building. An inter-com-

municating telephone system has been installed between the different points in the elevator, the power house and office, and a passenger elevator, running from the ground floor to the top of the building, affords rapid communication.

J. S. WILEY.

The annual meeting of the Illinois Grain Dealers' Association, which is held in June each year, brings together a large number of grain men from all parts of the state. The good work that is accomplished in the business sessions of these meetings is too well known to need emphasis here. The social part of the sessions, however, brings into requisition talents that are especially adapted for promoting acquaintance and good fellowship among a diversified and variously characterized set of people.

The subject of this sketch, J. S. Wiley, traveling representative for Pratt & Co. of Decatur, contributes very largely to making the meetings a success socially. His is a well-known figure when the "solemnity" of the active business session has given way to temporary adjournment, and if acquaint-



J. S. WILEY, DECATUR, ILL.

anceships are not made, or friendships formed, it is not altogether due to a lack of effort on the part of the very popular representative of Pratt & Co.

J. S. Wiley was born on a farm in McLean County, Illinois, near the present town of Colfax, on November 8, 1852. He was employed by E. D. Churchill & Sons of Chenoa, Ill., to manage an elevator for them in Colfax in 1880. Since that time his life has been spent in connection with the grain interests. He continued in the employ of Churchill & Sons until 1886, when he formed a partnership with J. W. Bechtel of Colfax and bought the property of his former employers. The partnership with Mr. Bechtel continued until January, 1889, when he sold his interest, and in the following September was engaged by Irwin, Green & Co. of Chicago to represent them in the western territory.

He remained with this firm until December, 1890, when he was appointed Grain Inspector by Governor Pifer for Decatur. He conducted the affairs of this office until the election of Governor Altgeld, four years later. In 1891 he was engaged as traveling representative by Pratt & Co. of Decatur, and is now in their employ.

Mr. Wiley has always taken a live interest in the Illinois Grain Dealers' Association, and is chairman of the state committee at large on legislation. He has a wide acquaintance among Illinois dealers, and knows thoroughly the menacing situation that confronts them through such evils as unwise legislation or dishonest railroad policies.

Until the millenium of the grain trade arrives, however—that time when the grave holds all the scoop-shovel men, when lawmakers legislate for the shipper, and the railroads insure satisfactory returns with each bill of lading—Mr. Wiley believes in making the best of situations and waiting and working steadily for the redressing of present ills.

COMPETITION AS NOW IN EXISTENCE IN SOUTHERN KANSAS.

[A paper read by B. F. Carey of Freeport, Kans., before the annual meeting of the Kansas Grain Dealers' Association, held at Topeka, Jan. 10 and 11, 1899.]

Will the regular grain dealer who owns a small elevator become a hired hand? It certainly looks like it, as competition exists in southern Kansas. Unless something is done to secure equal rates for all, the favored ones will eventually drive out the regular dealer. The export companies have cheap men to do their work, usually men who have business of their own that doesn't require all their time; and what they make on grain is clear gain. As they have nothing tied up in the business and pay no taxes (nor do the export companies pay any taxes in the county), they are ruining the business of regular dealers.

Within the town where I live and own an elevator, or on the line west for fifty miles, is there a dollar in elevators, or grain houses of any kind, that is owned by men who are buying grain or working for the export companies? These companies give them better prices than they will give to the regular dealers; or, in other words, they bid the farmer through their agents the same prices they do the regular dealers; so there is no chance for the latter to make a living. The only way out of the difficulty is to prevail on the railroad companies to give the regular dealers rates equal to those given to the export companies.

And another thing I will suggest is this, that every man or company that owns an elevator with capacity of ten thousand bushels should receive a loading fee of two cents per hundred. I think that would do away with the shortage of cars. For the scoop-shoveler, or scalper, always has more cars and keeps them longer than an elevator man is allowed to. I think this fee is nothing more than a right of the country shippers, for the reason that they furnish facilities or storage room for handling and storing grain as agents for the railroad companies during the ear famines.

The railroad companies operating in the state of Kansas build and maintain stock yards upon their right of way and furnish water and all other conveniences for the live stock shipped; and it is only just that we grain shippers should receive the same treatment. In my opinion, there should be a committee appointed by this Association to secure a loading fee and equal rates for all shippers, whether exporters or country grain dealers.

MORE ELEVATORS IN KANSAS CITY.

If the work now under discussion all materializes, there will be some considerable additions to the elevator room at Kansas City during the coming building season. In the first place, the Merchants' Warehouse and Grain Company has had specifications prepared for the enlargement of its elevator, the height of which will be raised eighteen feet. The foundations will be strengthened in proportion, and the machinery will be adapted to handle a much larger quantity of grain daily than heretofore. Then, in the second place, Mr. W. W. Culver, chief grain inspector of Kansas, who has just been succeeded, is now interested with other gentlemen who will build a 100,000-bushel elevator near the Rex Mill. It will be used as a transfer rather than as a storage house, it is said. Meantime, the Memphis Elevator, removed to Rosedale, suburb from Memphis, is about ready to handle grain.

Exeter, Iowa, on January 9, began shelling out 90,000 bushels of corn, which had been in cribs there since 1896.

ELEVATOR AT FRIEND, NEBR.

The picture herewith of the elevator of Wm. Burke at Friend, Nebr., represents one of the most complete, durable, convenient and up-to-date elevators in that state, both in construction and equipment, as the following description will show: The first step was to get a solid foundation. This was accomplished by first going into the ground to the depth of eight feet, the full size of elevator. Then two pits were dug, each 24x14 feet and 12 feet deep, which were all walled with rubble stone laid 20 inches thick in cement mortar. The bottoms of the

bins above it, each 28 feet deep. The bins are all sided with two thicknesses of No. 3 boards and are double rodded with six tiers of $\frac{3}{4}$ -inch rods and 4x6 inch anchor timbers.

The wheat side of the house is equipped with two stands of elevators 80 feet high, with 6 $\frac{1}{2}$ x12 inch corrugated, seamless steel buckets and Ewert link-belt. There is also a cast-iron turnhead and hopper complete adjusted to set for any bin from the working floor below. The boots were manufactured by J. A. Campbell & Son, elevator builders of Lincoln, who designed and constructed this house, and are provided with adjustable take-up boxes and

with Howe's latest improved registering beam; one dump with two bins, one for ear corn and one for shelled corn and oats. This side of the house is arranged for dumping and cribbing ear corn from head of elevator. At this writing Mr. Burke is making arrangements for building a corn crib 200 feet long by 24 feet wide and 38 feet high, which can be filled and emptied into the sheller without shoveling a bushel.

The power is supplied by a 35 horse-power Charter Gasoline Engine, standing in the engine room adjoining the elevator on the east. The power is transmitted by 1 $\frac{1}{4}$ -inch and one-inch manilla rope throughout. There are five friction-clutch sheaves



WM. BURKE'S ELEVATOR AT FRIEND, NEBRASKA.

pits and elevator were then covered with four inches of cement concrete, which makes it an absolutely rat proof elevator. This last feature is one part that Mr. Burke personally looked after carefully, as he had lost hundreds of dollars through these pests in the old house.

The elevator is 34x74 feet and 38 feet high. 8x8 inch sills, 2x8 inch studs and 8x8 inch posts at each corner and at each partition. There are two cupolas, each 14x24 feet and 24 feet high, to accommodate the corn cleaner and heads of elevators and spouting. This elevator is a double house, one side being used for small grain and one for ear corn and oats. There are ten storage bins, running from top to bottom of the elevator, all hopped at the bottom. The driveway runs through the elevator, and has six hopped

large openings for cleaning in case of chokeups. The heads of the elevators are adjustable and self-supporting, all shafting and journals being supported to the elevators, which make it impossible for shafting and pulleys to get out of line from the elevator settling. There is also one No. 3 Barnard & Leas Warehouse Separator, with two bins over and one under it, with capacity of 1,000 bushels; also one 1,000-bushel Howe Hopper Scale; and one wagon dump with double bin of 800 bushels' capacity.

The corn side of the house is equipped with one stand of elevator with 6 $\frac{1}{2}$ x12 inch and one stand with 6 $\frac{1}{2}$ x14 inch corrugated seamless buckets, cast-iron turnhead and hopper complete, and with same make of boots and heads as described before; also with one No. 2 Victor Corn Sheller and No. 2 Corn-wall Corn Cleaner, one 1,200-bushel hopper scale,

provided, so that machines and elevators not in use may be easily thrown out of gear.

The office and wagon scales are located about 40 feet to the east of the elevator.

Friend is a thriving town of about 1,800 people, and is perhaps one of the very best grain points on the B. & M. Ry. In 1898 over 1,500,000 bushels of grain were handled at this place, of which Mr. Burke handled over 800,000 bushels. There are two solid banking institutions in the town with a combined capital of \$150,000; also two department stores, a creamery and other industries. Mr. Burke, who has been in the business for 19 years, enjoys the distinction of being the most popular as well as the most successful grain dealer and citizen in this part of the country. He is now and for nine years has been mayor of the city; and a greater part of

the city's improvements and enterprises are due to his individual labor and rustling abilities. He was the promoter and overseer of the city's fine \$18,000 water works plant, its city hall, etc.

Mr. P. J. Mullin, who is head bookkeeper and assistant manager to Mr. Burke, is also very popular among the farmers and the citizens in general of Friend. Wm. Dillon is engineer and foreman of elevator and it is betraying no secret to say that he finds the elevator and its machinery distinctly to his liking as a well-built and convenient plant for handling grain.

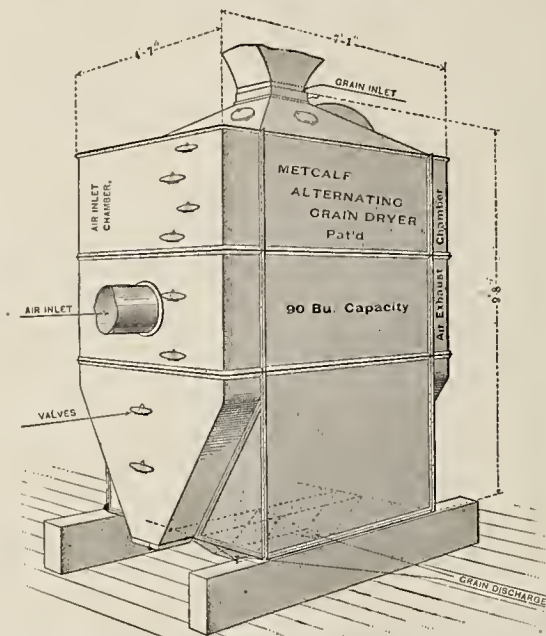
THE METCALF ALTERNATING GRAIN DRIER.

The unusual quantity of grain now arriving out of condition at terminals has stimulated interest in the grain drier to an unusual degree, and justifies reference to the drier herewith illustrated, built by John S. Metcalf & Co., elevator builders, of Chicago, which, though not entirely new to readers of the "American Elevator and Grain Trade," is sufficiently so to warrant comment at this time. It may be remarked in passing that the usefulness of this drier has been particularly demonstrated at export elevators, such as the Illinois Central's export elevator at New Orleans and the Louisville & Nashville elevator at Pensacola, at both of which ports there are inspectors whose duty it is to see that no grain arriving out of condition is exported until it has first been put through the Metcalf driers, which treatment insures its arrival at any foreign port in perfect condition.

The Illinois Central Railway after using these machines for the past two years under the most trying

A very important feature of the Metcalf machines is, that after grain has passed through the drying and cooling process, it does not become hot again, but will remain in its normal condition. The action of the hot air in no way injures the germ, nor indicates that the grain has been through the machine.

There are several other arrangements, however.



THE 90-BUSHEL DRIER.

For example, the machine is sometimes arranged in the elevator bin, putting the drier above the cooler so that the dried grain can be dropped down into the cooler, thereby saving the cost of elevating from drier to cooler. Again, since it takes only half the time to cool grain that it does to dry it, a plant

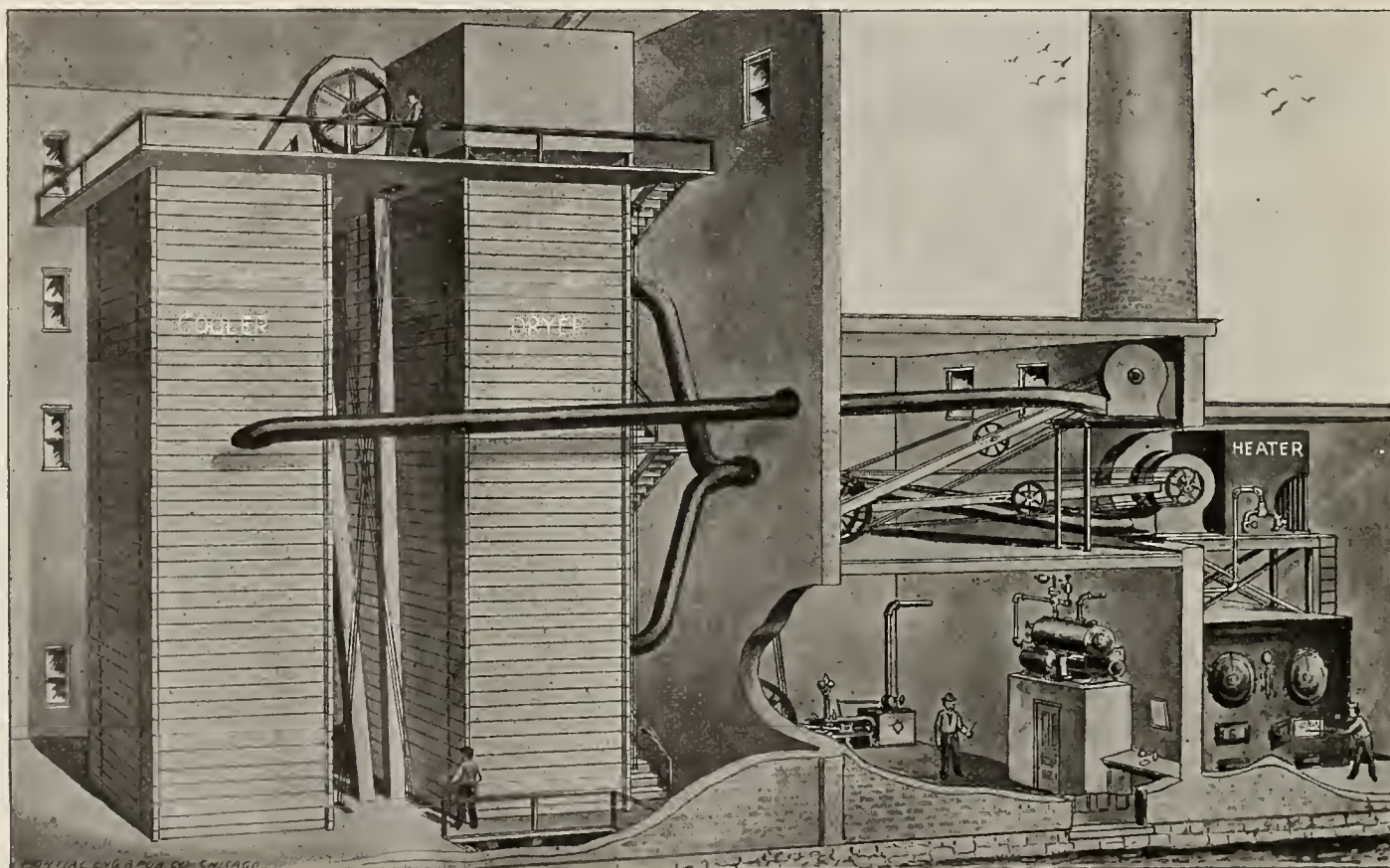
moisture, the drier and cooler can both be used as coolers, and in this way the operator is able to handle and condition a large amount of hot grain in a very short time.

The builders have recently gotten ready for the market a small machine, of 90 bushels' capacity, which is built entirely of steel and which ought to find favor with small elevator owners and millers. This occupies but little floor space, and being built in three sections, which can be bolted together without any difficulty, it is very easily erected. To all who are interested, the builders will gladly send detailed information as to all sizes and types of installations on application.

RATES REDUCED AT DULUTH.

The elevator managers at Duluth and Superior on January 10 joined in the announcement that, beginning at June 1, 1899, virtually the end of this crop year, the handling and storage charges would be as follows: "For receiving, elevating and delivering, including fifteen days' storage, 1/2 cent per bushel; storage for each additional thirty days, or part thereof, 1/2 cent per bushel. No extra charge will be made for cleaning." The reduction amounts to a quarter of a cent on wheat, and practically three-quarters of a cent on flax. The abandonment of the charge for cleaning is offset by the increased value of the screenings, which are the elevator's perquisite. When the cleaning charge was introduced flax screenings were worth about \$1.50 per ton; now they are worth \$6 to \$6.50, the crushers taking them to mix with oil cake. Wheat screenings also are worth considerably more for feed.

The managers explain their action in reducing



THE METCALF ALTERNATING GRAIN DRIER.

conditions, handling not only grain which had a small percentage of moisture to be evaporated, but also cargoes of sunken grain, found the results in every way so satisfactory that they ordered the Metcalf Company to install a duplicate plant consisting of two 1,000-bushel driers and one 1,000-bushel cooler and these are now complete and handling grain.

The plant herewith illustrated consists of a 1,000-bushel drier and cooler, the picture showing all necessary connections. With a plant arranged like this, the grain is first put into the drier and after being dried is elevated from the drier and run through the cooler, where it is treated with a blast of cold air which reduces it to the normal temperature. The grain is then ready to go into the storage elevator or be shipped.

may be arranged with two driers and one cooler, in which case the cooler is usually placed between the two driers. This is a favorite arrangement for a large-capacity plant. On the other hand, when the buyer wants a small-capacity machine, he can use the drier itself as a cooler by simply disconnecting the fan from the heater after the grain is dried and treating it with the blast of cold air.

The desirable feature of this machine is that it is under the control of the operator to such an extent that he can evaporate as much or as little moisture as he desires, the machine being provided with openings for taking out samples at any time, and this feature has gone far to make this drier the decided commercial success it is. Its usefulness is not confined to drying alone, however; for in case of heated grain, which does not have too much

rates as due to the "largely increased receipts of grain at the head of the lakes and for the purpose of encouraging grain shipments to these ports." And as the new rates are lower than those of Minneapolis or Chicago, there is reason to believe the reduction will increase the receipts of Duluth and Superior. But the head-of-the-lakes pessimist sees another reason. There has been talk, he says, around Duluth and Superior, of new elevator projects; and the cut in rates, he says, looks like a movement to forestall the building of any more houses except by the companies now in existence and established there.

Superior, Wis., has nine elevators with a storage capacity of 13,500,000 bushels, which is increased by the mill storage to 14,750,000 bushels.

BOARD OF TRADE ANNUAL.

The annual meeting of the Board of Trade Association of Chicago was held on January 16, at which time Z. R. Carter retired from the office of president and Richard S. Lyon was inaugurated as his successor. The reports for the year were in every way satisfactory. The receipts of grain and flour for the year aggregated 320,436,357 bushels, exceeding those of the previous year by 23,669,241 bushels; the shipments were 287,403,904 bushels, exceeding those of 1897 by 34,779,502; and transactions in meat products were proportionally enormous. President Lyon was, therefore, amply justified in the paragraph of his inaugural address in which he said:

"Gentlemen, we do not realize the importance of this institution. Think, if you can, of the full significance of a business handling 320,000,000 bushels of grain, 220,000 tons of hay, a vast volume of grass seeds, 5,500,000 bushels of flaxseed; of the shipment of 2,000,000,000 pounds of meats, of the immense product of our great provision warehouses; of all the business resulting from the receipt of 14,000,000 farm animals, and of other products of the great and teeming Mississippi Valley, in a single year, and of all that it means to banks, insurance companies, transportation lines by lake and rail, and on the oceans; of its relation to warehousing, to labor, and to real estate in this metropolis. Let this conception animate you in the prosecution of your business, and, indeed, in all your relations of life. As members of the Chicago Board of Trade, inspired by such views, I ask your cooperation, not only in the observance of the rules of this board and in promoting its highest interests, but in cooperating with merchants in other branches of trade for the purpose of advancing all that aims to contribute to the prosperity of our city, in whose phenomenal development we take a just pride."

One important feature of ex-President Carter's annual report was the reference to the bucket shop question. He said that during the three years last passed, the number of such institutions had been reduced from 80 in 1895 to 13 at the close of 1898. During the same years twelve members of the Board had been expelled or suspended for doing a bucket shop business or for being connected with bucket shop concerns. The same topic was referred to by President Lyon in his inaugural as follows:

"Yourselves and the Board of Directors must decide whether it is best and wise to continue the warfare against the bucket shops along the lines adopted in the past. Too much praise cannot be said of the results thus far made. It has cost a considerable sum, yet in many respects we have made much headway. Grand and petit juries have been educated regarding this evil, and the United States government has given valuable aid. We should in some manner continue to emphasize our disapproval of bucket shops and bucket shop methods, and lend our aid in stamping out this great blot on the body politic. If any flaws now exist in our state laws regarding bucket shops, we should endeavor to have such removed or laws enacted that will at once and forever do away with these pests of society. We may be obliged to go still further and invoke the aid of the national legislature. Laws might have to be adopted that may in the end license boards of trade who deal in cash property and permit the same to make sales and purchases for future delivery. This may be our remedy against trading in differences on the market prices of agricultural products without a bona fide delivery of the same."

It was ordered by resolution that the directors of the Board be instructed "to use every effort to suppress bucket shops and bucket shopping; and to this end we pledge the resources of the association for all necessary expenses."

Touching the transportation question Mr. Lyon in his inaugural said:

"We should, therefore, be on the alert, and not only theorize but insist that Chicago get its just share of the grain from the West by equal, fair, and just freight rates compared with any other

gateway to the sea. That branch of transportation by water which is so closely allied to our city for rate-making we should insist upon must be improved and enlarged. Our harbor should be made commensurate with the vast commerce of the lakes, so that the enlarged carrying power of our modern lake vessels will find ample facilities and a safe harbor in our city always. Go still farther and open for this city the sanitary canal as a new channel toward the fair West and sunny South. The result of our recent war must soon force the building of a canal across the isthmus dividing the Atlantic and Pacific oceans, and will give us a front door entrance to China and Asia, for the distribution of our products and manufactured goods. Thus will the world's commerce be turned this way, and will be furnished with the cheapest and nearest route of transportation to supply the Orient now calling us."

The Association responded promptly to President Lyon's suggestions by a series of resolutions presented by Mr. B. A. Eckhart, calling the attention of Congress to the enormous importance of the port of Chicago, as indicated by its entrances and clearances, and to the imperative necessity for prompt legislation to make Chicago River navi-



RICHARD S. LYON, PRESIDENT BOARD OF TRADE.

gable for the largest modern lake vessels when fully loaded.

The Association passed suitable resolutions on the retirement of President Carter and colleagues, during whose term a new record of the volume of business had been made; and President Lyon was, on the conclusion of his inaugural, presented by the setting clerks with an immense bouquet of American Beauty roses.

ST. LOUIS AND KANSAS CITY DIFFER.

A meeting was held January 26 in the directors' room of the Merchants' Exchange at which the Railroad and Warehouse Commissioners and the Chief Grain Inspector of Missouri and the grain committee of the Merchants' Exchange were present, to discuss a proposition to change the grading of No. 2 hard wheat, either by abolishing the weight test entirely or by reducing the required weight from 59 to 58 pounds, so that the Missouri weight of the grade shall correspond to that of Kansas. The Warehouse Commissioners had previously heard the opinions of Kansas City grain men on the subject, who favored the change. The St. Louis meeting ended in the adoption of a resolution asking the Warehouse Commissioners to make no change in the grade, which the regulations describe as follows: "No. 2—To be sound, dry and clean hard winter wheat and to weigh not less than fifty-nine pounds to the bushel."

APPEALS FROM INSPECTION RULINGS.

Chief Grain Inspector Clausen of Minnesota, in his annual report, recommends a change in the law governing the inspection of grain to facilitate decisions on appeals from the inspection findings. Noting the fact that when "time is money," as it is in the grain business, the inevitable delays incident to all appeals from the inspection department oftentimes defeat the purposes of an appeal, and so create friction and dissatisfaction, he says:

"In the face of these indisputable facts and conditions, and after a long, careful and earnest consideration of the whole subject, I am firmly convinced that there should be a radical change from present methods of appeal. My own judgment is that all questions of terminal inspection should be decided promptly and on the ground where the controversy originates. To do this would necessitate the appointment of an appeal committee, to reside and serve in that capacity at each of the two larger terminal points, Minneapolis and Duluth. These boards should each be composed of at least three persons, the first qualification to be demanded being experience and fitness for the work. The boards of appeals should also be eminently representative of the different interests involved, with a leaning toward the interests of the producer. A representative farmer and a commission merchant would give this complexion to the board, while the third member could represent the buying interests. The decisions of these boards would establish standards for the government of the inspection department and relieve it of some of the burdens and criticism to which it is now subjected. In my judgment, the responsibility for these appointments should rest exclusively with the governor of the state. While the duties would not be arduous, the compensation should be sufficient to insure the acceptance of such appointments by first-class, representative men. This could be provided for out of the department fund."

Such a change, he believes, "would not only obviate the delay and loss connected with the present methods, and which falls upon the grain shippers and owners as well as railroad companies, but would solve also many of the difficulties which now embarrass the department and would dispel many misapprehensions that now exist."

MONTREAL CORN EXCHANGE ASSOCIATION.

The annual meeting of the Montreal Corn Exchange Association was held January 25. The annual address of the president, Mr. Alex. McFee, refers to the large increase of business at Montreal due to the sharp competition of the grain carriers. He singles out the Parry Sound Route, however, for special mention as an important factor of this increase, it appearing that of 29,000,000 bushels of grain received by canal, over 8,000,000 bushels reached Montreal from Coteau, the rail terminals on the St. Lawrence of that route. A plea was made for more terminal facilities for grain at Montreal, which are now inadequate. The president also reported that the inspection territory of Montreal had been enlarged and some slight reduction in fees obtained, and more would be sought.

The question of more elevators received the attention of the Exchange, but as the matter is within the control of the Harbor Commissioners, the Exchange adopted a resolution urging upon that body "the imperative necessity for providing better elevator facilities for handling grain in the harbor of Montreal."

The floating elevator charge also received attention. It had been possible to obtain no reduction of the charge during the past year, but a member reported that he "had been informed that the coming season the charge would be reduced 20 per cent." A resolution was therefore adopted instructing the "incoming committee to farther press a reduction of the floating elevator charges, and for an improvement in the class of vessel used."

NEW PROCESS DUSTLESS SHUCK CORN SHELLER, SEPARATOR AND CLEANER.

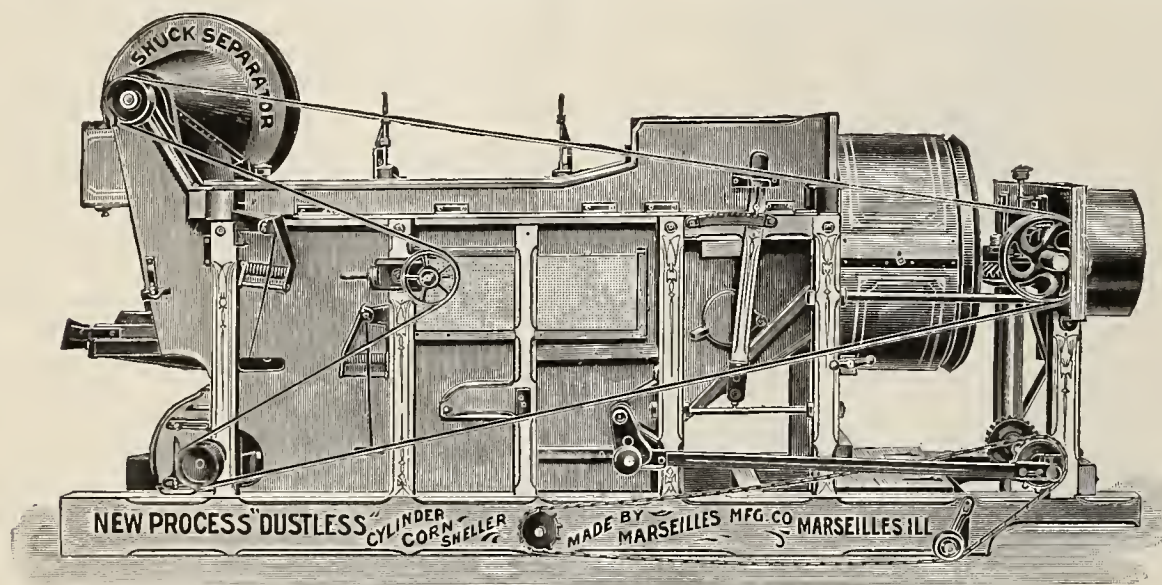
The introduction of the New Process Dustless Cylinder Corn Sheller in the season of 1894-95 marked an important point in the art of handling and getting on the market on short notice large bodies of corn, on the farm, at the crib, in the warehouse and mill. The self feeding Power Corn Shellers of various sizes and of different classes, manufactured by many concerns having long experience in this class of business, have been sold for many years, all of them doing more or less creditable and satisfactory work.

The manufacturers of the New Process Sheller having had between thirty and forty years' experience in the manufacture of this line of machinery, were quick to discover the increasing demand, especially for large cylinder shellers, in which the cylinder shelling principle should be retained and at the same time the perfection of other valuable principles should be attained. This led to a careful investigation and a thorough line of experimental work, resulting in the perfecting of the New Process Sheller and succeeding in avoiding, as they believe, the defective features of the old-style cylinder machines. This is done by employing, in fact, a "new process" in the matter

and carried away from the machine by means of a powerful suction fan, and the cobs carried off by themselves and deposited in a clean pile in good condition for fuel. The cleaning of the corn is accomplished by means of a blast fan located at the lower discharge end of the machine, working in conjunction with the suction fan located on the cylinder or main shaft itself at the opposite end of the sheller. This suction fan being pivoted and adjustable on the shaft, the opening can be set on either side of the sheller, or, in fact, at any desirable point to suit the convenience of the operator. This special shuck sheller will handle the corn either husked, dirty husked, slip husked, or with all of the husks or shucks on, and is adapted to any locality where corn is grown and shelled.

The New Process Sheller has made the suction principle of cleaning and the dustless feature popular. Between 400 and 500 of these machines are now in active operation, being scattered over all of the corn-growing states, and they have passed the experimental stage.

At the present time there is an increased interest in the production of corn in Texas and many other Southern states. This increased production will naturally require the most improved machinery for handling it and getting it on the market successfully. The recent opening of several attractive export points in the South makes it possible to get



NEW PROCESS DUSTLESS SHUCK CORN SHELLER, SEPARATOR AND CLEANER.

of shelling, separating and cleaning devices on scientific mechanical principles.

The feeding and shelling devices are made up on the spiral principle, revolving at a high rate of speed inside of a concave made of separate grated staves, this concave being adjustable for all classes of corn. The corn is shelled instantly upon its entering the machine and the cobs are released at once, it not being necessary that the cylinder be full of corn to do good work. In fact, the machine will shell, separate and clean a few ears of corn as perfectly as when the cylinder is kept constantly full. Another special feature that makes the machine attractive to the operators, whether in the field or doing inside work, is the fact that it is dustless, all of the dust and dirt being spouted away from the machine in whatever direction is most convenient for the user. One of the great objections to most corn shellers used in the past was the fact that the operators were obliged to work all of the time in a cloud of dust.

Recently, responding to the demands of the trade in those localities, particularly in the South and Southwest, where corn is harvested with the husk on, the manufacturers have gone a step farther and have perfected this machine for handling corn with the husk or shuck on. The illustration herewith represents the stationary or warehouse machine, and by referring to it a fair idea can be gained as to its construction and manner of accomplishing the results for which it is built. With this machine, in one operation the corn is husked, shelled, separated and cleaned and the dirt and refuse is carried off by means of spouts away from the machine, or outside of the building. The corn is cleaned in perfect condition for market, and delivered separately by itself, the husks separated from the cobs

the grain on the market in a shorter time and with more economy than in the past, and the disposition seems to be to erect elevators on the railroad lines, so that corn can be handled in the bulk by improved machinery, as it is farther north, and the New Process Shuck Shellers will be a necessity in handling corn in this way. The manufacturers are prepared in factory equipment to turn these machines out rapidly and take orders and deliver the machines wherever wanted with reasonable promptness.

While the illustration herewith represents a stationary or warehouse sheller, the machine is furnished with all equipments for field use. Where desired on warehouse shellers, attachments, such as ear corn feeders, shelled corn elevators and cob carriers are furnished, which attachments are attached to and driven from the machine itself, or this same machine may be mounted on trucks and used as a field sheller. The fact that this machine has been brought out, all the special features produced and patented by one of the best known houses in the country, is its own guarantee. Inquiries and correspondence are solicited and all communications will receive prompt and careful attention. Catalogues, circulars, price lists, etc., will be mailed on application to the Marseilles Mfg. Co., Marseilles, Ill.

The Courier at Ottumwa, Iowa, says that the Osceola Sentinel claims that some fellow over in Chariton recently tried mixing sawdust with cornmeal in feeding chickens. Worked well, so he increased the sawdust and lessened the cornmeal, and still they thrived. The trouble was in hatching, however. Nearly all the chickens had wooden legs and one of them was a woodpecker.

THE INSPECTION OFFICES.

A resolution was adopted January 10 by the lower house of the Minnesota Legislature, calling for a committee to investigate the charges made during the campaign against the grain inspection department of the state, it being alleged that "the inspection of grain is not made with a view to benefiting the farmer, as the spirit of the law demands." The speaker appointed Messrs. Jacobsen, Pugh, O'Neil, Neubauer and Pennington. This committee on January 25 met a delegation from North Dakota, who had gone to St. Paul to complain of the inspection.

There seems to be considerable uncertainty as to Gov. Lind's purposes with reference to the Minnesota inspection department offices. On the one hand, the administration papers claim there is to be a "clean sweep," "as promised," and cite the appointment of M. S. Winthrop of Minneapolis to be assistant state weighmaster, as the first of a long list of appointments to follow. On the other hand, it is stated that Chief Inspector Clausen has received practical assurances from the Governor that but few changes will be made in the inspection office, owing to the fact, perhaps, that inspectors are made, not born, and that it takes time to make them.

The State Grain Commission of Washington, whose office must pay its earnings into the state treasury and have its bills paid by legislative appropriation, is now asking for an appropriation of \$20,000 to pay debts, the Populist legislature of 1897 having failed to make any appropriation for the office, and for \$20,000 to run the office during the coming two years.

The Missouri Board of Railroad and Warehouse Commissioners reported to the governor, January 23, that for the past year, 1898, the inspector's office had inspected as arriving 22,189 cars of wheat, 21,575 of corn, 7,609 of oats and 925 of rye, a total of 52,293 ears, and also 262,626 sacks of the same grains. The office cost \$47,305.49 and its receipts were \$43,994.04, leaving a deficit of \$3,311.45.

The state inspector having recommended an amendment to the law authorizing the commissioners "to make rules for the inspection of grain suitable to the locality, and adapted to the market requirements of every place where state inspection is or may be established," the commissioners say are of the opinion that section 4 of the act of 1893 (Laws of Missouri, 1893, P. 181) gives them that authority.

The commissioners state that but one appeal has been made from the findings of the department as regards the grading of grain during the past two years, and in this case the grading made by the department was sustained by the Arbitration Committee to which the case was appealed.

DULUTH BEGINS TRADING IN CORN.

The first public trades in corn options on the floor of the Duluth Board of Trade were recorded on January 10 last. The first sale was of 10,000 bushels May corn at 36¾ cents, the parties to the trade being Thomas Gibson and F. E. Lindahl. There being at the time no contract grade of corn on that market, it was understood that the trade was in No. 3 yellow. Later on, for the purpose of learning how Duluth corn would be treated in the Chicago market, the Terminal Elevator Company shipped 41 cars of No. 3 yellow to Chicago, where it would have graded No. 2 without difficulty had it been dry.

Duluth's receipts of corn have been increasing of late years, and during January ran from 40 to 50 cars daily, all of which has remained in store there, so that dealers expect there will be in store there at May 1 no less than 5,000,000 bushels. At the meeting of the Directors of the Board, held on January 30, No. 3 Yellow Corn was established as the contract grade, this ruling being posted January 31.

Boston's grain receipts and exports for 1898 increased about 16 per cent (7,000,000 bushels and 6,500,000 bushels respectively).

NEW ARMOUR ELEVATOR AT CHICAGO.

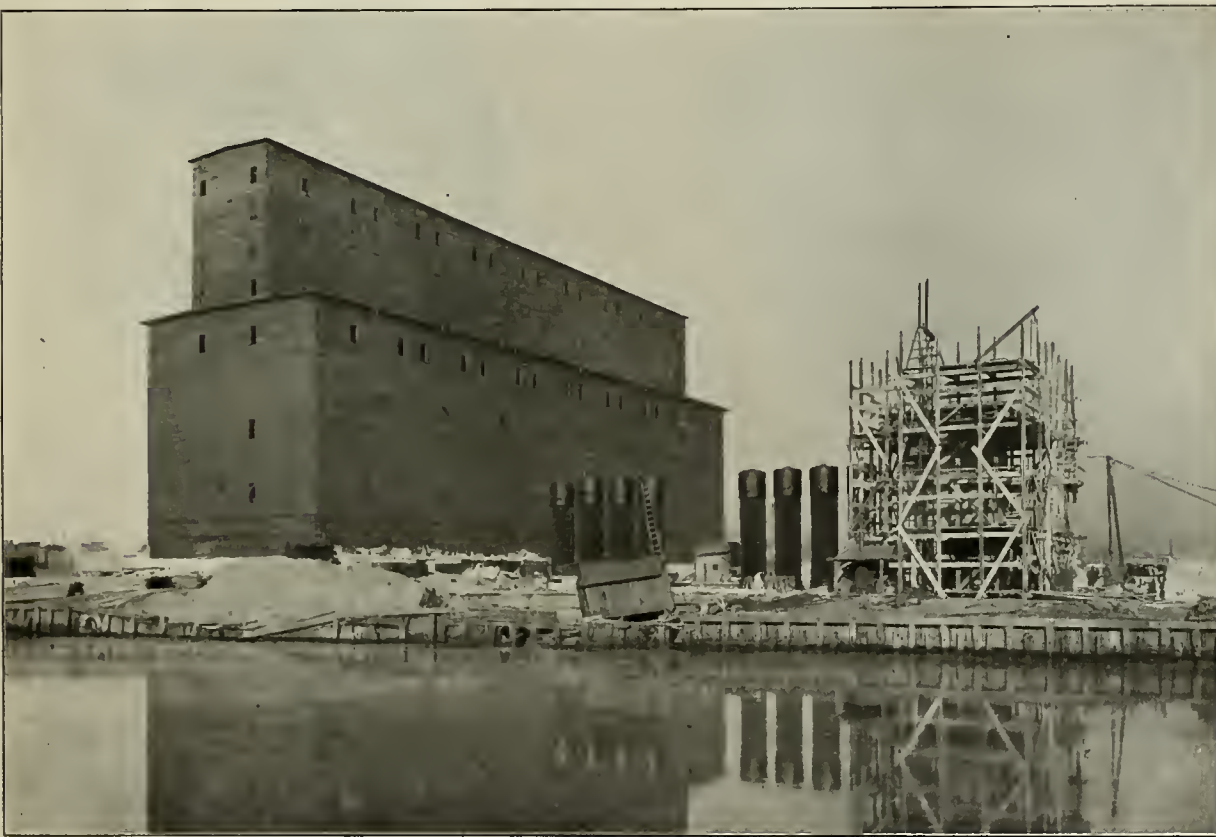
During the past six months work has been progressing on a new elevator on the Chicago, Burlington and Quincy road, in Chicago, to replace one destroyed by fire early last summer. The elevator is known as Armour Elevator "D," and is located on Mason's slip, on the south branch of the Chicago River, near East Twenty-second and Morgan streets. The Armour Elevator Company of Chicago are the designers and owners of the plant, and Mr. James L. Record is the engineer in charge of construction.

The main building is 362 feet long and 101 feet wide, and the extreme height is 172 feet. The cupola is 45 feet wide and contains five floors above the bins, which are 66 feet deep. The new elevator is somewhat larger than the old one, and will have about four times the working capacity, taking both receiving and shipping capacity into consideration, says the Railway and Engineering Review, to whom we are indebted for the facts herein as well as for the accompanying engraving. The building rests upon foundations composed of clusters of piles, six-

was furnished by the Diamond Rubber Co. There are sixteen scales of 1,400 bushels' capacity each, of the Fairbanks make, with De Muth checkbeam. Over each scale there is a garner capable of carrying 2,000 bushels. All the elevators in the building are constructed with a view of handling grain either for shipment or storage. The unloading capacity of the elevator will be 400 cars per ten hours, equivalent to the handling of 300,000 bushels, and the capacity for loading into boats will be 500,000 bushels in ten hours.

The motive power for the elevator machinery will be steam, supplied by two batteries of four vertical 250-horse power boilers each, shown in the accompanying illustration in course of erection. The steam will be conducted from the boiler house to the elevator through a 16-inch pipe, laid in a tunnel. This boiler plant is intended to supply steam for Elevator "G," the construction of which has not yet been undertaken. The engine will be a Cross-compound 2,000-horse power machine. The engine shaft will carry a 20-foot, 36-grooved sheave for rope transmission through the building.

These improvements involve an expenditure of



ARMOUR ELEVATOR "D" ON CHICAGO, BURLINGTON & QUINCY RAILWAY, CHICAGO.

teen in a cluster, covered by oak grillage, upon which rests a layer of concrete eight feet square and sixteen inches deep. The concrete serves as a foundation for a pier, which is built up of dimension stone laid in Portland cement mortar. The timbers and supports for the building are ranged upon the stone cappings of the piers. The outside foundation wall is composed of heavy rubble stone. The interior construction above the foundations is of wood, with a dust-collecting system to keep it clean from dust. The exterior wall of the main building is of brick and of the cupola, tiling.

There are three tracks through the building, each holding eight of the largest cars, making 24 cars that can be placed for unloading at the same time. In connection with the elevator there is to be a large yard with a track capacity for storing 1,500 cars. This yard will be located on ground formerly occupied by several large lumber yards, and the laying of the tracks will begin in the spring.

The equipment of the elevator for handling grain includes sixteen elevator legs in the building, each having a capacity of 12,000 bushels per hour. There are 182 bins, with a capacity of about 9,500 bushels each, making a total capacity of about 1,800,000 bushels in the building. The bins are arranged in seven rows of 26 each, running the length of the building. The elevator belts are 26 inches wide, 6-ply, with two courses of buckets. The conveyor belting is 40 inches wide, 4-ply. Each elevator belt is 360 feet in length. The two conveyor belts are 720 feet in length. This belting (47,000 pounds)

\$450,000, and it is said that the elevator equipment will be one of the finest in existence. Work was commenced on the pile driving August 10, 1898, the concrete laying was begun September 17, and the work of raising the framing of the building, October 29. It is expected that the building will be entirely completed in about a month.

HANCOCKS IN BUFFALO.

Hancock & Co. of Philadelphia have leased for three years the Marine Elevator at Buffalo. The elevator has storage capacity for 750,000 bushels, and handling capacity of 20,000,000 bushels. The firm last season operated the Coatsworth elevator under a lease which, it is understood, will not be renewed, now that the Empire Elevator has been secured.

Hancock & Co. of Philadelphia have been doing a large export business, and during the past calendar year handled more grain from Buffalo through Philadelphia than any other house in the latter city. It is stated in Buffalo, however, that Hancock & Co. will handle grain through the Empire for the general public.

The committee of receivers and shippers of Chicago having in charge the question as to the desirability of appointing one official Board of Trade grain sampler to inspect all grain coming to this market has issued a circular letter to the trade asking for views on this question.

THE LIABILITY OF THE RAILROADS FOR SHORTAGES.

[A paper read at the annual meeting of the Kansas Grain Dealers' Association, held at Topeka, Jan. 11 and 12, 1899, by Adrian F. Sherman, attorney at law, Topeka, Kans.]

The law touching the liabilities of the common carrier is constantly changing to meet the varying conditions; but the law defining their liability for shortages in shipments of grain is well established and cannot be refuted. Several of you gentlemen have asked me, if the railroad company is liable for shortage of grain lost in transit, why can't we collect our claims for shortages? Gentlemen, you can collect them. The proper question for you to ask is, Why don't we collect them? I would then answer, It is because as grain dealers you have been too meek and submissive.

Thirty years ago some of you saw the railroads beginning to creep through Kansas and give the farmer a chance to market his grain without being compelled to haul it 30 or 40 miles. The grain dealer soon sprang into existence. New railroads were built all over the state, and competition gradually reduced the freight tariff; but during this time the grain dealers were few and far between, and practically had no competition, and consequently were able to buy grain on a 3 to 5 cent margin. The rolling stock of the railroads was new, and as the receiving house bought on a good margin, the inducements for shortages were very few. Even if shortages did occur, the grain dealer was making a good profit, and it did not seriously affect him. In a few years the railroads became badly involved financially; the rolling stock was allowed to become sadly in need of repair; competition became stronger; and while the shortages may not have occurred any more frequently than formerly, the grain dealer was shipping on a closer margin and the shortages became keenly felt and burdensome. Consultation with an attorney undoubtedly revealed to you that "under the common law, and where there was no special contract affecting the rights and duties of the parties, a common carrier is liable absolutely and at all events for a failure to deliver the property intrusted to it safely to the consignee or owner. Its liability is not limited to losses which are the result of its negligence, but extends to any loss however caused, excepting only those losses or injuries caused by an act of God or the public enemy or through the shipper's negligence."

The railroads early recognized this to be the law, and began to incorporate in their bills of lading a special contract which absolved them from any liability for shortages, no matter how they occurred. This question soon reached the courts, and while there is some conflict in the decisions of the different state courts, the law to-day uniformly is, that the common carrier can limit its common law liability by special contract only, where the loss or shortage does not occur through its own negligence. Our legislators did not wish the law to extend even thus far, and accordingly in 1883 enacted the following law:

"No railroad company shall be permitted, except as otherwise provided by regulation or order of the board, to change or limit its common-law liability as a common carrier."

"The board" referred to is the Board of Railroad Commissioners. The only regulation ever made by our Board of Railroad Commissioners touching this point was made in 1892 and reads as follows:

"Whereas, It is deemed wise and expedient by the Board of Railroad Commissioners that railroad corporations doing business in the state of Kansas should have the privilege, under certain circumstances, of limiting their strict common-law liability as common carriers; therefore, in accordance with the authority conferred upon this Board by section 13 of an act entitled, 'An Act concerning railroads and other common carriers,' approved March 6, 1893; it is hereby ordered by the Board, that hereafter, where any railroad company doing business in the state of Kansas shall have in force two rates for the shipment of any class of freight within said state, the higher rate to apply to such shipments where no limitation of the strict common-law liability

ty of said railroad company is made, and the lower rate to apply when such liability is limited, it shall be lawful for such railroad company, by contract entered into between such company and any shipper, to change or limit its common-law liability in such manner and to such extent as may be specified by the terms of said contract; provided, That such contract shall not relieve such railroad company from any liability on account of the negligence of such company."

The amount involved in each particular shortage was so small that if the claim was refused, the grain dealer, rather than enter into an expensive litigation with such a powerful corporation as a railroad company, whose eumity he felt that he could not afford to incur, charged the item to his profit and loss account.

The shortage question finally became so serious that some keen business man among us succeeded, in 1893, in getting a law passed for the "protection of shippers of grain." Most of you are probably acquainted with the provisions of this act; but to refresh the memory of those who are acquainted with the law and for the information of those who are not, I will state the provisions briefly.

The substance is as follows: The railroad companies must put in track scales at every station on their lines from which more than 100 cars of grain are shipped per annum. If this is not done, the railroad companies are liable to a penalty of \$100 per day. The railroads, however, can elect to take the shipper's weights, but must give a duplicate bill of lading stating the exact amount of grain in the car; and in any action for damages for loss of grain the duplicate bill of lading shall be conclusive evidence of the contents of the car. If the railroad company refuses to give the duplicate bill of lading, the shipper can recover all damages, together with a reasonable attorney fee and costs of suit.

This law seemed sufficient to compel the railroads to pay all shortages without a suit; but the railroads did not swerve a bit from their former position; and when the law was called to their attention, the lawyers for the railroads looked mysterious and very learned and pronounced the law to be "unconstitutional"—a terrible word to the layman; and "unconstitutional for the reason that it interferes with interstate commerce"—another terribly significant word to the ordinary layman.

The result is easily seen. The poor little grain man, uninformed, as he naturally would be, on intricate law questions, saw looming up before him a lawsuit, involving only a few dollars, which would probably be pending in court for several years. Consequently we are not in any better position than we were ten years ago.

Gentlemen, I don't profess to be on the same round of the ladder as the railroad attorneys, but I am able to read and study; and after a faithful and diligent search I have failed to find any decision which supports the theory advanced by the railroad attorneys, but, on the contrary, everything tends to convince me, and has convinced me, that it is simply a bluff on the part of the railroads, knowing full well that we will not compel them to pay the claims.

If the law of 1893 is constitutional, we have a very easy solution of our shortage question. If the law is void, we still have our common-law right of action, and can recover for any shortage which can be proven.

Why, then, do we submit? We have submitted heretofore because we had no organization, and no individual was willing to incur the expense necessary to test the question in the courts. Now we have an organization, and although it is young, it is powerful and influential. We represent one of the most, if not the most, important income-producing elements upon which the railroads rely. One of the main reasons for forming our organization was to solve the shortage question. Our worthy secretary and board of directors have sought to find immediate relief from this evil, and have hit upon a plan which from all reports is highly satisfactory, and I am greatly pleased as to the results; however, considering this question from a purely mercenary standpoint, do you think the plan now in operation the final solution of the question? As it now

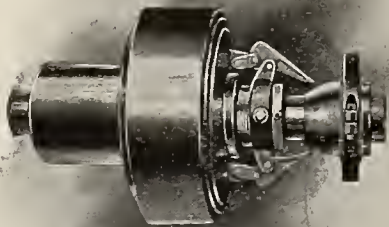
stands, the Association is employing a number of men and paying them as monthly salary a considerable sum; twelve times which is what it is costing the Association yearly.

Following this plan, then, we see before us, from this time on, a yearly expenditure of a large sum to prevent an injustice which it is the absolute duty of the railroads to prevent.

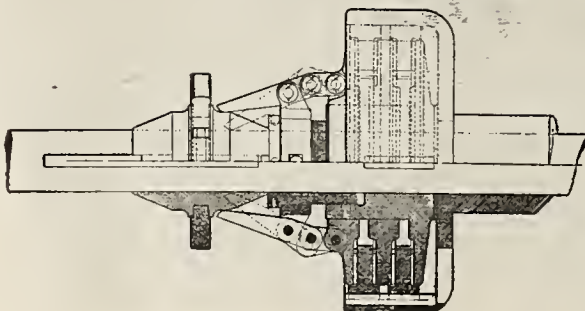
Gentlemen, possibly I have digressed a little from my subject, but as I am thoroughly convinced of the injustice and illegality of the position taken by the railroads in this state, I am imbued with some such spirit as must have animated our forefathers when they seriously objected to "Taxation without Representation." Gentlemen, shall we submit?

LATEST FRICTION CLUTCH FOR SMALL POWERS.

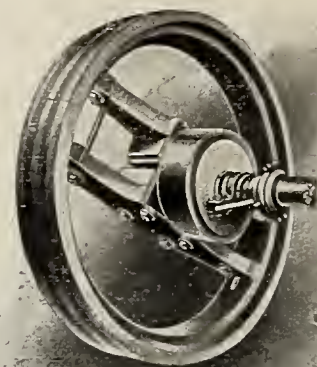
We illustrate herewith a solid friction clutch which has lately been placed on the market by the Dodge Manufacturing Co. of Mishawaka, Ind. It has met with unusual success. Manufacturers have for a number of years been awaiting the ap-



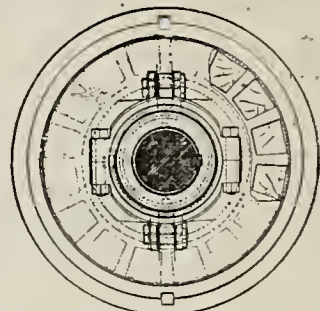
The Orton Clutch.



Revised Dimensions of the Orton Clutch.



The Orton Clutch and Pulley.



Same—End View.

FRICTION CLUTCH FOR SMALL POWERS.

pearance of a practical and strong clutch of small dimensions, capable of taking care of comparatively large powers, but which at the same time would not increase materially the cost of installation. This long felt want, seemingly impossible of achievement, has been overcome in the clutch herewith illustrated. The mechanism has been found to comprise all of the requisite good points which serve to make a first-class friction clutch or cut-off coupling. It is so constructed as to be entirely self-contained; that is, it will take its full clamping or friction power without moving either the shafting or the pulley. The efficiency of the multiple friction plates can be readily appreciated, when it is understood that the pressure brought to bear on the first plate is transmitted to the second, then to the third, etc.; and as all are drivers and splined to the main driving hub, it will be readily understood that twice the power is derived from the two plates which would otherwise be realized from one. The clutch is always in balance and can be operated at any speed, or can be used on countershafts where reverse motion is required, as a duplex clutch. It is made to transmit from two to fifty horse power.

Savannah, Ga., has a large grain elevator which has been idle for some years, in spite of excellent western railway connections, because the size of the modern steamship carrying grain requires two more feet of water in the harbor.

IN THE LEGISLATURES.

Among the bills introduced in the legislatures that have come to our notice are the following:

Illinois.—A bill to repeal such part of the present warehouse law as permits public warehousemen to deal in grain.

Kansas.—A bill to make "bucket shops" illegal. It provides that anyone who shall buy, sell or exchange, or in any other way deal in options on grain, stocks, bonds, securities or provisions shall be liable to trial and imprisonment for from one to five years; that the owner of a "bucket shop" and his employes, when convicted, shall be punished by terms in the state penitentiary; that it shall be a penitentiary offense to rent a building for such purposes. Also a bill by Senator Forney providing that all stations in Kansas from which are shipped in one year 100 cars of grain shall be supplied with track scales upon which shall be weighed all grain in cars. The cars are to be detached from the engine and weighed fairly upon the scales.

Minnesota.—A bill to provide for the erection of

public grain elevators and grain warehouses on or near the right of way of railroads, and providing for the condemnation of property needed. Also a bill to place all farm product commission houses under the jurisdiction of the Railroad and Warehouse Commission, requiring commission houses to give bonds to indemnify consignors from losses through fault of the dealer. Also a bill making provision for local inspection and weighing of grain in individual counties upon the application of ten resident freeholders. The bill authorizes the county commissioners to appoint an inspector and weigher who must thoroughly understand conditions of grain, etc., the chief inspector of grain being required to furnish the grades to county auditors as soon as they shall have been established; and to call all local inspectors and weighers together in convention in Minneapolis the second Tuesday in July, and to instruct and assist them. Local inspectors and weighers are required to keep a full record of all transactions and may charge a fee of 10 cents a load to be paid by the owner of the grain.

Maine.—It is proposed to amend the state law providing for the analysis and regulation of the sale of commercial feedstuffs, or prepared foods for farm animals. The present law does not affect the sale of wheat, rye, buckwheat, beans or middlings when not mixed with other substances, nor pure grains when ground together. The proposed amendment would bring all these grains

within the provisions of the law. The committee to whom the bill was referred has agreed to report, recommending its passage.

Delaware.—A law has been proposed providing that on and after April 1 next, each bag, package, box or parcel of flour or grain exposed for sale in the state shall be branded with its correct weight; false branding to be punishable by fine of \$25 and costs.

New York.—A bill to regulate elevator charges.

South Dakota.—A bill requiring railroads to furnish suitable cars, when possible, to private shippers of grain and other produce. The bill provides that for this service the companies should not demand or receive any greater compensation than is usually received by them from warehouse and elevator proprietors, and that no discrimination shall be shown in favor of the elevators.

Oregon.—A bill has been introduced providing for the establishment of a state wheat inspection and grading system similar to that in force in the state of Washington.

North Dakota.—A resolution has been introduced to submit a constitution amendment providing for the assessment and taxation of grain grown in the state and stored in elevators at a rate not to exceed one-half of a cent a bushel on wheat and flaxseed, one-third of a cent on barley and a quarter of a cent on oats.

UNIFORM GRADING OF GRAIN.

[A paper read by E. D. Morgan of Coffeyville, Kans., before the annual meeting of the Kansas Grain Dealers' Association, held at Topeka, Jan. 10 and 11, 1899.]

The subject of "Uniform Grading of Grain" is certainly a very important one and should receive the attention and as well the careful consideration of every grain shipper and receiver. At present the rules for grading grain in the different states of the Union differ very widely. The average dealers in many other states are not familiar with the rules for grading grain in Kansas. Neither are the average dealers in Kansas familiar with the grades in many other states. I will take for illustration the rules governing the grading of grain in the states of Kansas and Missouri, as most Kansas dealers are familiar with the rules for grading in both these states, and no doubt most Kansas dealers have had some experience with Missouri grades.

We find the rules for grading No. 2 hard wheat in Kansas require a test weight of only 58 pounds per bushel, while the rules of Missouri require 59 pounds per bushel. Kansas requires 55 pounds for No. 3 hard, while Missouri requires 56 pounds for No. 3 hard. There are other differences which you all know. You also know that the rules for grading grain are not identical or alike in any two states in the Union.

This is a day and age of progression. Many dealers who, since starting in business, have confined their deals to their own state are now beginning to reach out to other states, and even cross waters to other countries. In seeking this new trade, about the first letter you receive from your prospective customer will be, "We know nothing about your way of grading grain; send us samples of what you have to offer." Any grain man knows that ordinarily life is too short to send samples. By the time a sample could reach a man in New York, Chicago or other distant point, the average up-to-date grain man will have sold on official inspection what he had to offer, will have shipped it out, and bought more several times. He will in most cases sell subject to inspection where he is familiar with the rules for grading; while, if the rules for inspection were uniform all over the United States, the request for samples would not be necessary. The average dealer would then feel safe in buying or selling on any market in the United States.

If a dealer in a Kansas town where there was official inspection would sell a car of wheat to a Kansas City, Mo., dealer on Missouri inspection, the shipper could have his car of wheat inspected at the point of origin, as a check on the inspector at Kansas City, Mo. The Kansas City dealer could sell to a man in Illinois, and the man in Illinois sell

to a man in Tennessee, and so continue as long as the grain changes hands. Should any inspection at any point not agree with others, it could be submitted to an arbitration board, who would take into consideration all other inspections as shown by official certificates following the shipment, and unless it were apparent that the grain had been damaged in transit, the grade of the majority should be sustained.

While we are on this subject, I think it not out of place to say that, although we might secure uniform rules for grading grain, there would be great difficulty in securing anything like uniform grading unless we could have men of experience and judgment, with wills and minds of their own, who would grade grain as they think it should grade, regardless of any and all influences that might be brought to bear to the contrary.

Now, for a way to secure national or uniform grades of grain. In my opinion it can only be accomplished by the appointment of a committee or representative from every grain dealers' association from every state in the Union. All these should meet at some central point, hold a joint conference, and agree upon and frame a set of uniform rules for the grading of grain, which would then be re-

is 40,000 pounds, with marginal allowance of 5 per cent. In case of contract for a specific quantity, delivery shall be as near as can be made, and only a part of a carload more or less will be allowed.

BARNARD'S DUSTLESS COUNTER-BALANCED ELEVATOR SEPARATOR.

The Consolidated Elevator Company of Duluth, probably the largest single company in this country engaged in the business of handling and transferring grain, has placed an order with the Barnard & Leas Mfg. Co. of Moline, Ill., for eighteen of the largest size of the machine herewith illustrated, the Barnard's Dustless Counterbalanced Elevator Separator, making about 70 of these machines in use in the elevators of the Consolidated Company. Some of these machines have been in use by the company for nearly fifteen years, and are still doing as good work as ever, and the new machines were purchased to enlarge cleaning capacity and not to replace old machines.

The machine has, however, been recently improved by the addition of the following features: A set of



BARNARD'S DUSTLESS COUNTERBALANCED ELEVATOR SEPARATOR.

ferred and recommended to the officials in different states whose business it is to make these rules and enforce them.

MORE CARLOADS.

The New York Produce Exchange has reduced the "carload," in the case of rye, from 975 bushels to 900 bushels, and in the case of wheat from 925 bushels to 800 bushels, said reductions to be in force and effect only during January, February and March, 1899.

Meantime, in the West, the "carload," under normal conditions, is growing bigger with the improved equipment of the railroads; so that the grain car shortage problem may be solved, if it is ever solved, by providing bigger cars, rather than more cars.

Some recent carloads reported from the West are the following: Confer & Cobb, grain dealers of Minneapolis, in January received a car of oats weighing out 2,516 bushels; Catlin & Co., St. Louis, received a car of Kansas hard wheat, carrying 1,470 bushels, which they sold to Alton, Ill., the car being reloaded for the East by the Standard Milling Company with 400 barrels of flour; G. L. Graham & Co., St. Louis, received a car of No. 2 corn loaded by Denton Bros. at Leavenworth, Kans., which held 1,578 bushels.

Beginning February 1, the western roads will insist on 30,000 pounds of grain as the minimum carload.

The Winnipeg Board of Trade's official carload

levers by which a person standing in front of the sieves can regulate the feed to a nicety; a traveling brush to keep the seed sieve from clogging; handles to operate the valves that control the wind separation, which can be reached by a person standing on the floor; and the handle on one end of a slide extending across the wide separating trunk, by which to regulate the size of the opening where grain enters the trunk. It is a much better machine than formerly. The manufacturers furnish two sets of sieves with each machine for wheat, with the sizes of holes used by most shippers; but other sizes for finer work are manufactured, as well as sieves for barley and corn, and two sets of any kind are supplied as requested, all sets above two being extras. All sieves are adjustable; and the suggestion is made that "the finer the sieves the better the cleaning, but in less quantities per hour."

The machines are made in five sizes, whose capacities run from 300 to 1,000 bushels, 600 to 1,500 bushels, 600 to 2,000 bushels, 750 to 2,500 bushels, and 1,000 to 3,000 bushels per hour, according to the size of sieve used. The floor space occupied ranges from 8 feet 5 inches by 6 feet to 12 feet 5 inches by 8 feet 1 inch, with greatest height over all 12 feet 2 inches, or, to where grain enters, 10 feet 9 inches.

The manufacturers will be pleased to supply information in detail to all inquirers.

The glucose factory at Rockford, Ill., is said to consume 16,500 bushels of corn daily.

THE BILLVILLE FARMER.

It's a-gittin' time, good people, to be thinkin' o' the craps,
An' the money that's a-comin' from the cotton-bolls (perhaps!)
To look erbout the country an' clear the land away,
An' make the new ground blossom like the roses of the May!

It's a-gittin' time, good people, when the dancin's got to go,
When you orter give a reecess to the fiddle an' the bow
I know that Sally's purty, an' that Molly's cheeks are red,
But you'll never—never win em' ef you're short o' meat an' bread!

It's a-gittin' time, good people—for the time is goin' long—
To set the fields a-ringin' with a halleluia song!
The man that waits an' wonders stands a sorry—sorry chance;
You must start that "Gee-haw" music ef you ever want to dance!

Good-by, Miss Mary Jenkins—good-by Miss Nancy-Lou,
We're a-followin' the furrow for the rosy lips of you!
The fiddle's took a reecess an' is silent overhead;
Fer the boys'll never win you ef they're short o' meat an' bread.

—Frank L. Stanton in *Atlanta Constitution*.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

WILL BUILD NEW WAREHOUSES.

Editor American Elevator and Grain Trade.—I am a subscriber to your "American Elevator and Grain Trade" and "American Miller" and find them quite a help in our business.

Messrs. S. B. Smith & Co., the firm with which I am engaged, will build one large hay and one large grain warehouse in this city in the spring. Their trade has increased so that they have to have more warehouse room.

Yours truly, F. J. DONOHUE.
Little Rock, Ark.

A SATISFACTORY METHOD OF COLLECTING FROM CONSIGNEE.

Editor American Elevator and Grain Trade.—I believe the present method of collecting for shipments is all right, or at least the one in vogue here is. Our banks do not honor drafts when attached to bills of lading until ordered to do so by consignee. This method makes shipper and consignee settle all contentions that may arise.

I think that bills of lading are not always what they should be. A more careful method of obtaining bills of lading would give better satisfaction.

Yours truly, A. HERSHEY.
Ghent, Ohio.

FROM NORTH DAKOTA.

Editor American Elevator and Grain Trade.—The private elevator at Northwood, N. Dak., belonging to Slawson & Riddell, has been sold to Andrews & Gage of Minneapolis, who took possession January 17. Mr. T. N. Wold, who has had charge of the house for the past three years, will be continued as agent by the new firm.

I inclose postal money order, for which please send the "American Elevator and Grain Trade" for one year, beginning with the January number, to the three addresses inclosed.

Yours truly, T. H. COUSINS.
Fargo, N. Dak.

WOULD MAKE BANKS MORE CAREFUL.

Editor American Elevator and Grain Trade.—Referring to the recent decision of a Texas court, holding bank responsible for delivery of inferior grain, would say that in a general way we are favorable to the decision. We think that on the whole, and in the long run, it will be beneficial, at least to the Eastern buyer. The tendency would be to make it more difficult for irresponsible concerns to do business, as banks would naturally be much more particular in discounting paper, under this construction of the law, unless they were very sure of the maker of the paper.

It cannot be questioned that heretofore buyers have suffered serious losses simply because the seller would hide behind the fact that goods had

passed out of his hands, shipment having been consigned "to order," and draft having been discounted by bank. This defense would bar attachments, and permitted concerns to do business right along regardless of the fact that they had not properly filled their contracts and were owing balances on old business.

Yours truly, L. M. WILSON.
Binghamton, N. Y.

BANKERS WILL ASSUME NO RESPONSIBILITY.

Editor American Elevator and Grain Trade.—It looks foolish to me to pay any attention to any such fool decision as that recently made by a Texas court. The court says, "these are questions with which it is very little concerned." I guess that judge knew nothing about business principles. Why, you could not get a bank to touch a draft for collection if they could be held responsible. This is a free country and they don't have to do it. It would stop all business. It would be all bad. You cannot fix the banker's liability in that way, no matter what fool courts may say. I see no substitute for the present system.

Respectfully, D. HARWOOD.
Shelbyville, Ill.

WOULD PROVE A CHECK TO BUSINESS.

Editor American Elevator and Grain Trade.—I consider the Texas decision, referred to in your December number, as illogical, and believe the Supreme Court of the United States would reverse it. The effect on the trade would be very bad, the natural consequence being that all drafts would have to read "on arrival and inspection," and this would bring on a check to business, in fact, demoralize it.

Everybody in any way familiar with the grain business knows that the prompt advancing by the banks of funds to handle our immense crops has made the business what it is. To overcome the bankers' liability, possibly the words "bank not responsible for grade and weight" put into the draft might answer, if decision is sustained.

Yours truly, A. GROWEG.
Defiance, O.

MAY BE LAW BUT NOT JUSTICE.

Editor American Elevator and Grain Trade.—I do not believe the Texas court's ruling in the case mentioned in your December number would stand in higher courts. It may be "law" but it is not justice and equity. The bank is an innocent party and only acts as collector.

If this decision should stand, it would be impossible to get the banks to handle our bills of lading and drafts at all. I have known our banks to refuse to accept drafts on bills of lading drawn by men that were not responsible. That is the shortest cut.

I believe the railroads should give us a receipt for every bushel of grain we put in a car, and then stand good for every bushel until it is delivered at destination. Then we would not get so many old, rotten, crippled cars shoved onto us.

W. E. HURD.
Logansport, Ind.

LUDINGTON ELEVATOR IS ALL RIGHT.

[Many newspapers in the Northwest recently published correspondence from Ludington, Mich., containing extravagant statements about the failure of the newly improved Flint & Pere Marquette Railroad Co.'s elevator at that place to operate successfully. Following is a quotation from one of the reports: "But now, with all this work done, a most embarrassing situation confronts the engineers. The machinery won't work—the big leg absolutely refuses to convey the grain from the vessel's hold up to the top floor of the towering elevator. What the trouble is no one can tell." The following letter from the F. & P. M.'s chief engineer of steamships shows these reports to have been exaggerations, as might be inferred.]

Editor American Elevator and Grain Trade.—As you "suspect," the report in the newspapers is an error. Like all new plants, everything did not work smoothly on the start, but the machinery has been adjusted so that everything is working satisfactory now. Mr. Martin and Mr. Blodgett, elevator experts

from Chicago, were here, and looked our plant over, and pronounced it perfect in every respect.

Yours very respectfully, R. BRUCE,
Chief Engineer of Steamships.
Ludington, Mich.

MONTREAL BUYS ON DESTINATION WEIGHTS.

Editor American Elevator and Grain Trade.—There has always been more or less of a difference in the weights of car grain between the point of shipment and destination, in cases where the cars have not been loaded from a public elevator, and buyers here have generally stipulated that elevator weights at destination should be taken.

Recently the by-laws and rules of the association here were remodeled and the opportunity was taken advantage of to make this one of the new rules governing transactions between buyers and sellers of car grain.

I notice that the Toronto Board of Trade is also desirous of introducing the same rule, and intends to bring the question up at the meeting on the 7th inst.

Yours truly, GEO. H. HANNA,
Manager The Montreal Warehousing Co.
Montreal, P. Q.

AN ABSURD DECISION.

Editor American Elevator and Grain Trade.—In reference to the decision of a Texas judge, as given on page 238 of your December number, will say that in my opinion it is the most absurd ruling I have ever read of.

It is not reasonable to presume that the bank accepting the draft for collection, with bill of lading attached, knew anything of either the quantity or quality of the wheat in the cars, and it should not be held responsible for any shortages that might occur.

Of course, I do not know who was the Kansas shipper of the two cars of wheat in question. Neither do I know the Texas consignee, but one or the other of them made an inexcusable error, or otherwise is very dishonest. I will venture to say that if there was a difference in grade of 1 1/2 cents per bushel on the wheat, the shipper was a scoop-shovel man, or as we term him in Kansas, a scalper. The bank who accepts his business does so at a great risk.

I think the present system of making collections is fully adequate, and at this writing know of no improvement to suggest.

Respectfully yours, N. B. HIBBATT.
Willis, Kans.

DIFFERENTIALS ON EXPORT GRAIN.

Editor American Elevator and Grain Trade.—Regarding the differential rates on grain from the West, we understand that the differential heretofore existing has been cut in two, or in other words, instead of Philadelphia being 2 cents per hundred under New York it is now only 1 cent, and instead of Philadelphia being 1 cent over Baltimore it is now only 1/2 cent per hundred pounds. This change in differentials applies only on grain intended for export.

We do not feel that this change will affect Philadelphia disadvantageously at all; but on the other hand, we look upon it as a benefit to this port. The very slight differential now existing in favor of Baltimore, Norfolk and Newport News of 1/2 cent under Philadelphia is so trifling it would hardly cut any figure; while the 1 cent differential existing against Philadelphia heretofore in favor of these southern ports was a very great disadvantage to this market, as they were our principal competing markets. We are not troubled to any great extent in the way of competition with New York.

Statistics show that the port of Philadelphia is holding her own in the way of exports, and has done a fine business the past year—the largest in the history of the port. We have had during the past few years a very large accession in the way of steamship service from this port to Europe, and the ocean freights we think are quite as low as those from other seaports.

You are no doubt familiar with the change in the load line that heretofore operated against not

only this port, but all ports north of Philadelphia, in favor of southern ports. This has been removed and vessels can now load the same depth from Philadelphia as from southern ports.

Yours truly, E. L. ROGERS & CO.
Philadelphia, Pa.

BANKS SHOULD KNOW THAT SHIPPER IS RESPONSIBLE.

Editor American Elevator and Grain Trade:—We do not think the decision of the court, as cited in the article in your December number, entitled, "Bank Held Liable for Delivery of Inferior Wheat," should prove of any particular disadvantage to the grain trade where business is carried on between reliable parties, except that it might cause the banks to charge a higher rate for handling the business in that way.

We think, however, that the court has properly placed the liability. The system of making collections by sight draft, with bill of lading attached, is a convenient one, and should be a protection to both the shipper and consignee, the banks being a safe medium through which to transact the business. The bank, being in a position to know the circumstances of the shipper, should not have issued the draft on the bills of lading presented by him unless he was willing to make himself responsible to them for any loss to the consignee that might occur through any unfaithfulness on his part.

Yours truly,

GREENCASTLE ELEVATOR CO.
Greencastle, Pa.

TEXAS DECISION WILL BENEFIT BUYERS

Editor American Elevator and Grain Trade:—Referring to the ruling of the Texas court, as set forth in the article on page 238 in the December number: From the standpoint of buyers of grain, we hold up both hands in favor of this decision. The result will enforce honesty, give better confidence to the buyers, and in the end result in a safer system.

Every buyer of grain and hay knows of the abuse of shippers under our present system. We buy only of houses we actually know to be honorable in their dealings, for we fear to start in with strangers on the present system of bill of lading.

If our courts will adopt more and better rulings of this kind, we will all be benefited. To-day we are asked to buy and pay for goods unsight unseen, short weight and off grade, and unless the irresponsible shippers are brought up to a right standard, there is no telling where our present system will end.

This decision is a benefit to all honorable men in the trade—it will simply go against the shyster. Good men will not be affected in the least with their bankers. We say, let the good work go on.

Yours truly, C. F. HANKEY & SON.

Petoskey, Mich.

NO SCREENINGS CORNER AT MINNEAPOLIS.

Editor American Elevator and Grain Trade:—In your publication of January 15, on page 282, we find an article headed "A Screenings Corner." This is entirely incorrect and unjust. Mr. Flower, president of the stock yards at St. Paul, was under the impression that the screenings had been cornered in Minneapolis, but upon inquiry he satisfied himself, and, we think, will so state, that the advance on screenings was legitimate and accounted for simply by the demand. Feeders shipped sheep into the yards in excess of the supply of screenings at prices which they could feed them profitably, and the result of higher values was a very natural one. For instance, the first feeder contracted for 100 cars of screenings at \$3.50 per ton. The mills did not care to sell any more, and the next one was obliged to pay 50 cents per ton additional, and so on. At the time Mr. Flower presented the case of the stockmen to the St. Paul Chamber of Commerce, there was not owned in Minneapolis by commission men over 25 or 30 cars of screenings. There is no desire here to ruin the sheep industry, on the other hand, it is to the interest of the millers and all the grain men to foster it, and so far as we know the feeders have always been treated fairly.

We write this because your article does injustice to the commission men and the situation generally, and we do not believe it would be in keeping with

the reputation your valuable journal has acquired to allow the matter to stand without contradiction.

Yours truly, E. S. WOODWORTH & CO.
Minneapolis, Minn.

NO KANSAS ALLIANCE SHIPMENTS TO CHICAGO.

Editor American Elevator and Grain Trade:—I know absolutely nothing about anyone in Kansas shipping anything to Chicago. A few of our farmers are still shipping their own grain to Kansas City, but there are only a few houses there that will handle farmers' consignments. The reputable firms all say that all of their overdrafts are from this class of shipments and they lose more than the trade is worth through bad accounts.

Yours truly,

L. CORTELOU.

Muscotah, Kans.

Editor American Elevator and Grain Trade:—Answering your favor of January 31st, will say that this is the first intimation that I have had that the Farmers' Alliance of Kansas has a business agent at Chicago. In fact, I know of only three or four Farmers' Alliance elevators that are now being operated in the state, and I think I am fully acquainted with the grain interests of this state. I am satisfied that there is not a farmer or Farmers' Alliance elevator that ships a single bushel to H. H. C. & Co. of Chicago. These Alliance elevators are located north of the Kansas River, and they cannot ship their stuff to Chicago at any profit.

Very truly yours,

E. J. SMILEY.

Concordia, Kans.

NECESSITY FOR BUYING ON DESTINATION WEIGHTS.

Editor American Elevator and Grain Trade:—In reference to buying grain on destination weights, a resolution to this effect is to be brought on the 7th inst. before the Board of Trade of this city, that is, "that all sales f. o. b. cars or vessels, or to arrive by vessel or rail, shall be on the basis of full outturn in public elevator at destination."

We have in the past been buying f. o. b. from the country shippers without regard to weights at destination, that is, where corporation elevators receive the grain, and our experience shows that shortages average $\frac{3}{4}$ of 1 per cent on shipments made from country points.

During the winter months the exporters located here ship considerably on through bills of lading and the Corn Trade Associations in the different ports of the United Kingdom and the continent demand seaboard weights, consequently, we find to protect ourselves it is necessary to introduce such a resolution. It is difficult to say how it will take when brought before the meeting, but from conversations held on 'Change, the grain section members of the Board of Trade are, with very few exceptions, a unit on the question. These exceptions are firms who have buyers located at the different country points, which naturally makes it to their interests to sell without guaranteeing destination weights.

Yours truly,

F. J. McBEAN & CO.

Toronto.

DESTINATION WEIGHTS AT TORONTO.

Editor American Elevator and Grain Trade:—We think the statement that the Toronto grain buyers have agreed to hereafter buy grain only on destination weights is a little premature. That there has been more or less underloading by certain shippers, and from certain points, is no doubt true, and some time ago, we understand, the Montreal Board of Trade adopted the rule of insisting upon destination weights, and requested the Toronto Board of Trade to adopt the same thing.

At the recent annual meeting of the Board, held on the 24th ultimo, the matter came up for discussion, and met with a very hot one. Nothing definite, however, was decided upon, and there is to be a special meeting of the Board at an early date to go fully into the matter, and we will have pleasure in mailing you a copy of the papers containing a full report of the meeting, from which you will be able to get a much better impression of the case than the writer can give you. We are not very prominent people in the grain shipping

trade, and have not had much trouble about short weights, for the reason, very largely, that we are very careful from whom we buy, when taking grain outside of what we buy at our own buying points, and which all comes to our own mill.

Yours very truly,

THE IRELAND NATIONAL FOOD CO., LTD.,

Per W. A. Strowger, Director and Manager.

Toronto, Can.

STATE WEIGHMAN'S CERTIFICATE NOT FINAL.

Editor American Elevator and Grain Trade:—In reference to the recent decision by our Supreme Court in the case of the Vega Steamship Co. vs. Consolidated Elevator Co., the facts in the case are as follows: On the 20th of October, 1896, the steamship Vega was loaded with a cargo of wheat at Elevator "D," operated by the Consolidated Elevator Co. at Duluth. When the vessel reached Buffalo it was ascertained that the cargo was about eleven hundred bushels short. The owners of the vessel made a demand upon the elevator company at Duluth to rectify the mistake. The elevator company claimed that there was no liability on their part, even if a mistake was made, inasmuch as the elevator was operated under the Minnesota grain inspection law, and that the state officials were present at the weighing of the grain, and that the elevator company was not responsible even if a mistake did occur. The statute of this state under which weighing is done by state officials provides that the certificate of weight given by the state weighman shall be conclusive between all parties in interest.

We represented the owners of the vessel and brought an action for the shortage against the elevator company in the state court at Duluth. We offered to introduce evidence in the lower court showing that a mistake actually occurred, but the court declined to receive any evidence of that sort, holding that the statute making the state weighman's certificate final and conclusive barred any investigation into the merits of the case.

We took an appeal to the Supreme Court on the ground that the statute was unconstitutional, as it deprived persons of their right to appeal to the courts to have their grievances adjudicated. The Supreme Court decided in our favor, reversing the decision of the lower court, holding that the statute was unconstitutional in so far as it barred persons from appealing to the courts and showing the real facts, and the case was sent back for retrial.

This in brief is the substance of the case.

Yours truly, SEARLE & SPENCER,

Duluth, Minn.

H. R. Spencer.

DESTINATION WEIGHTS GIVE SATISFACTION IN MONTREAL.

Editor American Elevator and Grain Trade:—The following clipping is from the Montreal Daily Star, our leading evening paper here. In this item Mr. McFee, the president of our Corn Exchange here, explains perfectly our position:

"One of the live topics on the Toronto Board of Trade just now is that in regard to changing the by-laws of the board affecting the weight of grain f. o. b. so as to cause the acceptance of terminal elevator weights.

"Mr. Alexander McFee, president of the Montreal Corn Exchange Association, says that this question was discussed for years by the Montreal grain merchants before it was definitely decided. The law on the question with the Corn Exchange now is that all sales f. o. b. cars or vessels, or to arrive by vessel or rail, shall be on the basis of full outturn in the public elevator at destination. This regulation has been adopted because shippers' weights had been found unsatisfactory, buyers having frequently to pay out large sums for grain which they did not receive, and which in some cases had never been put into the car.

"Even the present system, many claim, is open to considerable objection, as in cases where the exporter pays for his grain before its arrival, as is frequently the case, there may be a difficulty in securing the allowance for shortage. Several cases were mentioned where the shipper had only sent a small proportion of the quantity purchased, and upon a rebate claim being made it was found that the shipper had left for parts unknown. An attempt was made to have the railways guarantee the quantity carried by them, as is being done by a United States railway, but the Canadian railways did not see their way clear to do this.

"According to the experience of Montreal mer-

chants, therefore, the only sure way, even under their present rules, is for the exporter to not accept the draft made upon him for the payment until he has received his grain and ascertained its exact weight."

Everybody here is satisfied with the regulation passed to that effect. We are in hopes that Toronto will do the same. To give you an example amongst a hundred of our personal experiences: One case was the loss of \$120 on two cars of grain coming from the West. We never could get the refund. We remain,

Yours truly,
THE BEAUBIEN PRODUCE & MILLING CO.,
Ltd. L. G. Beaubien.
St. Louis of Mile-End, P. Q.

TEXAS DECISION WOULD CHECK DISHONEST SHIPPERS.

Editor American Elevator and Grain Trade:—In the Texas decision published on page 238 of your December issue, the court seems to have inferred as a legal and logical necessity that the coincidence between the amount of the draft and the contract value of the grain conclusively proves that the bank bought the grain from the shipper and assumed his contract with the consignee, although beyond question no incorporated bank has any legal power to buy grain, nor is it a proper line of business for any bank to follow. The decision is just as good as this reasoning and no better.

Clearly, even had the bank bought the bill of lading only, it would have been under no liability to the consignee. Or, had it bought the draft only, it was not liable to the drawee for anything until the draft was accepted or paid, and then only for the genuineness of the draft. But the court holds the bank bound to the consignee by and from the moment of its transaction with the shipper.

The case as stated shows that the bank bought or discounted an unaccepted draft, and instead of an acceptance took and held a bill of lading as collateral, with a lien on it to the amount of the draft, which it released by surrendering the bill of lading when its claim was satisfied. All charges were on this basis. This is apparent on the face of the statement and transaction. Nothing further is so, and this is a complete transaction in itself, and no further inference is necessary, so that the court's is not.

It looks pretty easy to say whether or not a person releasing a lien, either in writing or by any kind of a waiver, is responsible to the releasee even for the validity of his claim, beyond taking care of the property and title while in his care. A release is too old and common an affair to leave this in any doubt at all.

Notwithstanding the above, the law of the Texas case would have advantages for legitimate grain dealers. Everyone with a bill of lading in his hand could not get his draft cashed under this law. He would need capital or character or both to furnish a basis for personal credit, and then would have to pay for the risk. The poor but dishonest track buyer would vanish, and one of the meanest obstacles a legitimate dealer sometimes has to contend with would pass away, without harm to the legitimate dealer of good credit.

Yours truly, E. W. McCLURE.
Hull, Ill.

THE MARFIELD COMPANY.

The Marfield Elevator Company of Winona, Minn., has purchased Elevator B, located near the Porter Mill, in that city, from the Interstate Elevator Company. It will be added to the elevator system of the Marfield Company, which includes fifty-one country elevators, and will be used as a cleaning house. The building has storage capacity for 200,000 bushels, bringing the capacity of the Marfield system up to 2,000,000 bushels, and as it stands upon a spur track of the Northwestern system, it is in close communication with the other houses of the company, which are located west of Winona, along the line of that road. The house is also situated to ship advantageously over the St. Paul and Burlington systems. It is also understood, though it has not been authoritatively so

stated, by the company, that the Marfield Company will rebuild their elevator recently burned at Utica, Minn.

SIR OLE A. THORP.

Mr. Ole A. Thorp, a member of the Chicago Board of Trade, has been created a Knight of the Norwegian Order of St. Olaf by King Oscar of Norway and Sweden. Mr. Thorp is an American citizen engaged in the Norwegian trade as carrier. He was, however, born in Norway, and while thoroughly an American, has done much to promote the commercial relations of his native land and his adopted country. Some years ago he made the experiment of bringing his ships direct from Norway to Chicago, and succeeded in doing so with a profit, but the handicaps of the lake canals made the plan impracticable. When the enlargement of the Welland canal shall have been finished, this through line will doubtless be permanently established.

It was in recognition of his services to his native land that Mr. Thorp was knighted by King Oscar. The Order of St. Olaf is a very ancient one, and is bestowed only in recognition of distinguished services to the state. This is the first time the honor has been shown to an American, and Sir Knight Thorp's only American colleagues are the Swedish-Norwegian minister and consul-general at



SIR OLE A. THORPE.

New York. The insignia is a Maltese cross of gold enameled with the royal monogram and crown. The jewel is pendant from a red, white and blue ribbon with rosette.

THE BEAN WEEVIL.

The bean weevil was unusually abundant last fall, and the whole crop, apparently, was more or less infected with them, and shrewd dealers rigidly reject all samples showing any signs of the pest. But Prof. Doty of New York says, in the Michigan Farmer, that the danger to next year's crop is the graver matter of concern now, since the bean weevil, like other insect pests, multiplies more rapidly the second year than the first. The danger, he says, comes from the field, the old weevil hibernating in the field, while the larvae are concealed in the seed. To avoid the first there is but one way; that is, abandon the old field and plant uninfected soil. As to the larvae in the bean, these will hatch out as soon as weather conditions are favorable. Prof. Doty, therefore, advises putting the beans in a warm room, spreading them out evenly, and as fast as the weevils appear destroying them. If the beans be kept in a cold place neither the weevils nor beetles will appear. The beans must be sorted over frequently, and all that show any signs of the weevils should be thrown away. It takes a good deal of time and labor to do all this, but it is only by exterminating them the first year that one stands a reasonable chance of preventing an epidemic of weevils, the second and succeeding years.

THE FARMERS' ELEVATOR, ST. LOUIS.

The financial difficulties of the Farmers' Elevator Company of St. Louis culminated January 28, when H. W. Sebastian, president of the St. Louis Bridge & Iron Company, was appointed receiver. The company, which is capitalized at \$350,000, has a bonded indebtedness of \$300,000, and a floating debt of \$71,958.52.

The Farmers' Elevator Company began in a small way, and at one time paid good dividends, and the capacity was twice enlarged, bringing it up to 1,500,000 bushels, with first-class machinery. But during the present crop year, in particular, the house, instead of having crowded bins, has been empty. The farmers have been more prosperous, and instead of rushing their grain to market, or storing it in town, have been holding it in their own granaries. When the semi-annual interest on the bonded indebtedness came due recently, the larger stockholders, who have been carrying the company, demanded an assessment of 25 per cent on the stock to straighten out the company's affairs. This being refused by the others, an assignment was made. W. T. Anderson is president of the company; H. W. Sebastian is vice-president, and Henry Mueller, C. H. Trampe, F. C. Hauelsen, Conrad Kellermann and Henry Schultz are directors. The principal bondholders of the company are Philip Pollack, James A. Lynch, H. W. Sebastian, William Burg, Robert Ranken, F. G. Hauelsen, G. P. Lang, J. H. Tiemeier, C. Kellermann, H. T. Mueller, James Plack, C. H. Trampe and W. T. Anderson, who represent \$234,000 out of the \$300,000 of bonds.

THE LAKE CARRIERS' ASSOCIATION.

At the annual meeting of the Lake Carriers' Association, held at Detroit during the last week of January, the committee appointed to receive and report upon bids for the Buffalo grain shoveling contract for 1899 reported that W. J. Conners, the only bidder, had submitted a bid of \$3.10 a thousand, the same price for which he did the work last year. This bid was on the basis of \$1.20 for steam shovels and \$1.90 for labor and supervision, the vesselmen to have the benefit of any reduction of the cost of steam shoveling which might be obtained by negotiations with elevator owners. The committee recommended that Mr. Conners be conditionally awarded the contract.

Another matter discussed was the question of a new bill of lading. The Association has for several years past been endeavoring to make a bill of lading which would relieve the carriers of at least a part of the burden of the chronic differences with the elevators at both ends of their routes, such as shortages, delays in loading and unloading, etc. The secretary of the Association invited the grain shippers to send representatives to the meeting, and a number of New York houses and railroads were present, by whom the situation was discussed, the vesselmen especially contending that they should not be held responsible for shortages over and above the natural waste incident to handling the cargo, nor for the delays to vessels caused by the elevators.

No form of bill of lading was then prepared, but the committee decided to recommend to the Association that a new form be prepared, and that when the new bill is formulated a copy of it be sent to all the members of the Association and an effort made to have the owners of grain-carrying vessels agree on all points, so that when the question is taken up with the grain and elevator men the vesselmen will all be pulling one way. It was expected at the time that several weeks would elapse before the committee would be ready to meet with the shippers and elevator men for final action.

During December and January last over 1,500,000 bushels of corn were exported from Galveston, all but 2 per cent of which was raised in Texas.

DRYING DAMP GRAIN.

The season has been a favorable one for testing the grain drier on damp grain as it came from the farmer, and the process has been a success. Judgment is required, of course, to operate the drier, especially in handling wheat, but with any good system skill in the work is soon acquired, and the use of the drier puts money in the purse wherever the grain has been taken from the field as damp as was so much corn last fall.

Probably nowhere has the drier been put to a more severe test than at Port Arthur, Ont., where a great deal of wheat was received in very damp condition. This grain by the drying plant there has been dried successfully without injury to the color or quality of the berry and the drier has put into marketable condition thousands of bushels of grain which otherwise would have been fit for feed only.

At this point, says the Winnipeg Commercial, the time required to dry grain varies according to the degree of dampness, but is usually from one to one and a half hours. The shrinkage in the weight of the grain will also vary according to the degree of dampness. About four pounds per bushel has been about the usual loss so far, but very wet grain would lose considerably more weight than this. This shrinkage of weight is not of course a loss to the grower, as it represents excessive moisture taken out of the wheat, which would have lost the same weight if it had been dried in the field. Only sufficient moisture is taken out to leave the grain in a normal condition. If over-dried it would be damaged for milling purposes.

The difference between "No. 4" or "No grade" and No. 2 corn, and a very large part of the new corn arriving has inspected under No. 3, less the cost of drying, is the profit paid by the drier. The subject is one that a good many more elevator men ought to investigate than now think a drier would pay them.

FARMERS' ELEVATORS.

The Dennison Farmers' Mercantile & Elevator Company of Dennison, Minn., held an annual meeting January 21. The financial statement showed a net profit for the year of \$324.43. In explanation of this showing, the local paper says: "During the entire year the greatest opposition had been kept up; at times the prices of grain were put to such a mark as to prohibit the manager of the farmers' elevator from buying unless he did so at a loss. This is just what the farmers wanted—a good market. They got the highest price for their grain and did not need to move the wheels in their elevator to get it. The directors elected John Miller president; K. K. Hough, vice-president; E. G. Farran-kop, secretary and manager; J. A. Whalen, treasurer.

The Farmers' Elevator at Zumbrota, Minn., handled over 200,000 bushels of grain, valued at \$117,478.75, and earned a profit of \$2,665.50.

The Farmers' Alliance and Industrial Union of Minnesota has decided to enter the grain market as an active competitor with local elevators and commission firms, and for that purpose have organized the Grain Growers' Association, with the following temporary officers: President, C. H. Hopkins; vice-president, Henry Feig; secretary, J. C. Hanley; treasurer, J. S. Shields; board of directors, first district, J. S. Campbell; second district, James Montgomery; third district, Nels Johnson; fourth district, S. W. Powell; fifth district, G. W. Day; sixth district, John Batz; seventh district, C. A. Menge. This body is to prepare a constitution and by-laws, which shall embrace the plan of campaign, which formulation of purposes is to be published in the near future. So far as can be inferred from the published statements of J. C. Hanley, secretary, the Alliance proposes to in some way (1) divert the one cent a bushel which Mr. Hanley claims is now paid to "boards of trade," etc., on 200,000,000 bushels of wheat, grown in the Northwest, from the pockets of the commission merchants to its own treasury through a system of agencies; (2) to use the money so diverted to send lecturers and organizers of the Alliance to all parts

of the Northwest; (3) to put Alliance grain buyers at every station to buy for track shipments where no coöperation can be secured by the local farmers, or where there are no independent elevators or buyers, and thus maintain competition among buyers; and (4) to build terminal elevators and cold storage houses at Minneapolis, Duluth and Chicago.

The annual meeting of the Farmers' Elevator Company at Owatonna, Minn., was held January 27. The reports showed expenses of \$1,789.02, and receipts to leave a balance on hand for the year of \$368.87. The profits were reported at \$2,190.97, and dividends of \$700. There were some complaints of the management by individuals, but plausible and satisfactory explanations of the manager's course were offered in reply to all charges.

A HANDY IOWA ELEVATOR.

The elevator at Garrison, Iowa, herewith illustrated, owned by J. M. Thompson, successor to Thompson Bros., is a well designed and handy house for a country business, and quite as "good looking" as the run of grain elevators in Iowa, where the women monopolize the beauty, as they should.

The elevator is 24x44 feet in size; has 14-foot



J. M. THOMPSON'S ELEVATOR AT GARRISON, IOWA.

posts below 20-foot cribs, and cupola with 14-foot posts. There are fifteen bins. The driveway is twelve feet wide, with two dumps, one for small grain and one for corn. The small-grain dump has a large pit from which rise two 20-foot elevators which discharge into a large hopper on the lower floor, under which has been placed a 5-foot Dickey Overblast Suction Fanning Mill. All the grain passes over this mill, and from the mill to the boot of an elevator with 6x11-inch buckets, which take it to the bins.

The corn sheller stands under the elevator floor, and delivers shelled corn and cobs to an elevator having 7x11-inch buckets. The corn is cleaned at the elevator head, the sheller dust passing with that from the fanning mill to a dust house, located at one end of the elevator. The cobs drop into a house at the other end of the elevator. The floor of the cob house is high enough to permit a team to be backed under it, so that by simply pulling out a slide, the cobs may be loaded without shoveling. The sheller is fed by a Marseilles chain drag from the elevator dump pit. For elevating shelled corn there is a 16-foot elevator taking corn from the same pit and delivering it to the main elevator, which takes it to the cleaner. Under the corn cleaner is a turn-head, through which the grain discharges into the bins.

The power used is a 16-horse power Fairbanks-Morse Gasoline Engine, which furnishes ample power to move all the machinery at full working

speed at once. The engine occupies one corner of the lower floor of the elevator, where a tight room has been built especially for it. Each machine may be separately thrown in or out of gear by a friction clutch to the line shaft.

The grain handled is all cleaned before going into the bins, and grain cars may be loaded from each of ten bins without elevating.

Mr. Thompson handles coal and farm implements in connection with his elevator business, and is deservedly popular with his farmer patrons, as well as his neighbors and fellow-citizens of Garrison.

IS CONSIGNING GRAIN MORE PROFITABLE THAN TRACK SELLING?

[A paper read by W. A. Hinchman of Kansas City before the annual meeting of the Kansas Grain Dealers' Association, held at Topeka, Jan. 10 and 11, 1899.]

"Is Consigning Grain More Profitable Than Track Selling?" is a much mooted question, and while the subject admits of a diversity of arguments, there seems to be but one reply to be made to the query. The writer has had the benefit of practical observation from the country dealer's standpoint of view, as well as that of a receiving house; and while he may perhaps fail in converting everyone to his mode of thinking, the sad reality of a bitter experience, that excellent but expensive instructor, teaches him, at least, that the country dealer who invariably consigns his purchases will be wiser, better and consequently happier.

The first thing to be urged in opposition to our theory is, that, having sold a certain amount of wheat, say, at a specified price, you know exactly what you are doing, means diametrically opposite to what the words imply; for while it is a fact that 99 per cent of all trades between the country dealer and the terminal buyer are religiously filled or a marginal settlement made, how is it with the country dealer, who, having sold a goodly line of stuff to his terminal buyer at what looked like an attractive figure, depending upon the verbal purchase from his farmer friends to cover it and make him some easy money, finds that one of those unaccountable and unexplainable rises which have kept us all poor is taking place? A sudden coolness springs up between the farmer and the country dealer. The farmer urges a dozen different stereotyped excuses which will prevent the delivery of the grain, such as: "There was not anything like half as much grain as I thought there was;" "The roads are worse than I thought they were;" "I could not get any help to haul it off;" "The hired man is sick" or "quit;" and a multiplicity of other equally valid reasons, and when he commences clearing his throat and conjuring up arguments like the foregoing, you never get the grain. The result: The country dealer settles with his terminal buyer; and after exhausting his vocabulary of cuss words, settles down to a contemplation of that beautiful old adage, "All is not gold that glitters." For has he not seen what looked like a "cinch" to make a few honest dollars end in an actual loss of those selfsame honest, but elusive dollars? Who is to blame? Not the terminal buyer, for though he has exacted his pound of flesh, he has confined himself strictly within the business area; not the country dealer, for had the grain been delivered his profit, though small, was fixed; and not the farmer, for who ever heard of anyone being obliged to pay for anything like that? Conditions are to blame, which require the country dealers to interpose their literal bodies between every deadly gun which the terminal buyer aims at the unsuspecting farmer. However, should the charge prove to be a golden one, the country dealer is pushed aside and the charge allowed to fly straight into the farmer's pocket.

Reverse the conditions and note the result. Given a sale as before, accompanied by a sharp decline. In the majority of instances you will get a great deal more grain than you bargained for, and, sad to relate, often the grain of a neighboring farmer.

Remove the element of speculation from the grain or any other business and you destroy the business. Without uncertainty there can be no profits; but to reduce the element of speculation to a minimum is

the aim of every conservative business man. Therefore, commend me to the conscientious country dealer who buys on a fair margin of profit year in and year out and who as regularly consigns his grain to a responsible receiving house; for while he may be caught by an occasional slump, he is also liable to every upturn, and at the end of the year will find that one will offset the other.

For the country dealer who attempts to legally enforce a delivery of contracted grain, or collect a margin for the same, it would simply mean that every farmer in his territory would be up in arms against such an "outrageous and high-handed proceeding" (?); and while we are all prepared to acknowledge the justice of such a method of procedure, we are compelled to admit that it would result in a ruination of the dealer's business.

Then, again, when the track buyers of grain make purchases in the country, they in most all cases sell the future against their purchases. Thus, when the actual grain comes into the market, the heavy receipts naturally have a depressing influence on the market and will induce the selling of grain more than the true conditions will justify. Experienced salesmen for commission firms when selling grain will make a study of all the conditions surrounding their respective markets and will be governed by the supply and demand; consequently the report of heavy arrivals when the demand is limited will, of course, induce selling when the conditions will not warrant it, when at the same time the larger portion of the receipts were to fill future sales.

Track sellers in the country always work on very narrow margins, which greatly aggravates the sharp competition now existing at most all country points. This is one of the greatest evils the country shipper has to contend with and is one of the evils which our Kansas Grain Dealers' Association was organized to remedy, as well as to form a protection for the regular dealer. Track buyers will send their cards broadcast throughout the country, bidding any and all parties who will sell at least one car of grain. These bids go to the irregular as well as the regular dealers, and in many instances fall into the hands of the farmer whose grain will be sold direct to the track buyer.

Then, again, track selling induces speculation, which is the cause of the downfall of 75 per cent of the grain dealers. Grain is always bought in the country with a good margin, except in extreme cases; and if shipped on the market, shippers will always get the benefit of the margin for their profits; but the average dealer receiving a fancy bid will, through his eagerness to get "something for nothing," sell short with the expectation of reaping a handsome profit on the downturn of the market. But the market goes on advancing instead, the time of his contract expires, and he is compelled to buy in his short grain at a loss. It is a well-known fact that if grain should arrive and misgrade, the buyer will not take the pains to have it reinspected, as his profits are the same on either inspection. Then, again, the buyer will sell grain to go most anywhere, and the country will be compelled to accept destination weights; while the receiver, on the contrary, will protect his country customers, both as to weights and inspection.

These are but few of the many reasons that can be urged in support of our theory, and we believe that a thorough study of these will convince anyone that our position is correct, and if adhered to will result in profit to our friends, the country dealers, and remove from the path of the receiving house many of the thorns which afflict them at present and operate toward a more cordial understanding between the two.

The last crop report of the government gives the total number of farm animals in the United States as follows: Horses, 13,665,397; mules, 2,134,213; milch cows, 15,990,115; other cattle, 27,394,225; sheep, 39,114,453; swine, 38,651,631.

The wheat in the Farmers' Friend Elevator at Genesee, Idaho, recently burned, was sold January 16 to San Francisco parties at 70 cents per sack for No. 1 burnt, 40 cents for No. 2, and 30 cents for the unsacked grain on the ground. Fully 25,000 bushels (out of 55,000) passed as No. 2.

A GRAIN AND BEAN ELEVATOR.

The new grain and bean elevator of G. W. Hickox at Batavia, N. Y., was finished in time to handle last fall's harvest of grain and beans, the machinery having been started for the first time on August 30.

This interesting plant, which is situated on Exchange Place, is one of the most complete establishments of the kind in interior New York, as well as one of the largest. The building is 45x55 feet in size, two stories high, with loft and 8-foot basement with cement floor. The height of the floors and loft is 12 feet. The first floor is used for cleaning the grain and beans as they are brought in from the farms, and has as machinery a large double receiving separator, a seed and grain cleaner and a large bean cleaner, scourer and grader, all of which machines are dustless, the dust being collected from them on a large air shaft, which conveys it to a dust bin in the basement.

There are twenty bins in the house, which are arranged on the second floor, extending up into the third. They are fed from seven elevators, which have crane spouts for reaching particular bins. The total capacity of bins is about 12,000 bushels.

On the second floor is a room containing twenty bean pickers, fourteen of which are run by power from the engine. The beans are all cleaned before being elevated to the pickers, after passing which



G. W. HICKOX'S GRAIN AND BEAN ELEVATOR.

they are spouted to the first floor, where they are packed for shipment.

Mr. Hickox handles wheat, oats, barley and rye through the same house, all of which is cleaned before storing in bins until sold.

The power used is a 15-horse power Fenner Gas Engine, which, he says, "does very nice work."

Everything about the premises indicates the solidity of the old and well-established Western New York business house; and it goes without saying that in it Mr. Hickox is doing a nice business with profit to himself, while at the same time he is performing a substantial service for the farming community, whose products he handles and prepares for market.

NEW CANADIAN ELEVATORS.

The Quebec Harbor Commissioners on January 20 ratified a grant of land to the Great Northern Railway Company for the nominal rental of \$10 per annum, the railway company agreeing to build on the land a million-bushel grain elevator, to be finished by May 1, 1900. The commissioners retain the right to take possession of the elevator at any time within ten years by paying the cost of it and an advance of 10 per cent upon it.

The Kingston Elevator & Transit Company suggested to the grain trade of Toronto that an elevator might be built in that city if a small bonus were given.

The Canadian government will spend several millions of dollars in river and harbor improvements at Montreal; and in order to obtain data for the work, recently sent a commission of officials to examine the terminal systems and grain elevators of Boston, Portland, Newport News, New York

and Buffalo. It is believed another elevator will be one of the first additions made to the harbor's facilities.

MEXICAN JUNE CORN.

A writer in the Texas Farm and Ranch is enthusiastic in praise of a new variety of corn grown by him from seed bought in Mexico, called "Mexican June Corn." He says he planted five acres on June 21, on an oat stubble, after almost constant rains for three weeks. The seed was dropped by hand and harrowed down. In five days there was a stand of corn, which was gone over with a cultivator twice within four weeks of planting, and although there was no rain after July 13, he had roasting ears within sixty days of planting. The product was 103 bushels on the five acres—being a second crop taken off after the small grain crop for the year had been made.

A NEW STOCK FOOD.

Consul J. E. Kehl, at Stettin, writes that a new (patented) stock food has appeared in Germany called Kraftfutter (strength feed), the Blutmelassefütter (blood molasses feed), the principal ingredients of which are fresh blood (collected at the local abattoirs), sugar-house refuse and screenings from wheat, barley, rye, oats, etc.

The feed is prepared from three different formulas for horses, cattle and swine and poultry respectively, and is used cooked in connection with other forage, such as, for example, when the amount of oats fed is 15 pounds daily, with the use of the Kraftfutter the quantity of oats is reduced one-half; and to 7½ pounds of oats 5 pounds of the new feed are added. There are factories for making the new product at Berlin, Stettin, Kiel and Königsberg. It sells for \$1.40 per 100 pounds.

It is said the German government is experimenting with this feed on artillery horses, it being claimed that the albumen in blood, coupled with sugar and the other ingredients, makes an exceptionally strengthening food, in addition to being inexpensive.

CORN STALKS AS CATTLE FOOD.

The Maryland Experimental Station has found that the corn stalk is a more digestible ration for horses than timothy hay. The corn stalks prepared for stock is a new corn product. In the process of extracting the pith, the blades and husk are removed and the stalk cut up into small pieces. When the pith is removed, the stalk is ground into meal, resembling coarse bran; and this is the "corn product" which was the basis of the Maryland Station experiments.

The new product is even more desirable than the shredded stalk, says the station report, which recommended itself for the reason that shredding removed the stalk nodes with their sharp cutting edges, which made the mouths of cattle sore, so that, when shredded, the animals ate all of the fodder. The feeding tests are said to have determined that the new corn product contains eleven pounds per hundred more total digestible matter and two pounds per hundred more digestible protein than the whole fodder shredded.

The following points were determined by the experiments: That the new corn product contains as much digestible matter per hundred as corn blades, and three pounds per hundred more total digestible matter and one-half pound per hundred more digestible protein than timothy hay. There was more digestible matter in a fattening ration with the new corn product as a base than when the same grain mixture was fed with corn blades. Animals fed with a fattening ration with the new corn product base made more gain in live weight and upon less feed than with a fattening ration of the same grain and corn blades. The keeping qualities of the new corn product are as good as linseed meal, cottonseed meal or wheat bran. In the testing of the new corn product as a feed for horses it was found that it was better digested by the horses than was timothy hay.

WINNIPEG EXCHANGE OPENING.

The new Grain Exchange and Board of Trade building at Winnipeg, Man., was formally opened January 11 last. Mr. A. M. Nanton, president of the Exchange, for 1899, presided, and addresses were made by Messrs. Robert Muir, ex-president; R. L. Richardson, M. P.; P. C. McIntyre, M. P. P.; E. L. Drewry, W. W. Ogilvie, the miller whose grandfather in 1800 established the first merchant mill in Canada, and who was himself the first Canadian miller to push west of Lake Huron; Wm. Whyte, of the C. P. Ry., and Mr. Bawlf, the owner of the building.

The new building is 66x100 feet in size, four stories high, of brick and stone. The Board room is 60x32 feet, handsomely finished with steel ceiling and oak woodwork. The building contains twenty fine suites of office rooms for members, and has all modern conveniences of elevators, electric lights, etc.

SCHUMACHER AND THE QUAKER OATS.

The cereal sensation of the past four weeks was the passing of Ferdinand Schumacher as president and familiar spirit of the American Cereal Company. The component parts of the American Cereal Company have never been very amicable in their relations, it seems, and by liberal recent purchases the Cleveland faction, as opposed to the Akron or Schumacher interests, obtained enough stock to get control of the company, and Mr. Schumacher retired from the presidency, the rise in the value of his stock (above 8,000 shares) from 30 to 95 enabling his assignee to pay all his debts and still have left a handsome competency for the remaining years of his life.

The most interesting figure in the American Cereal Company has, of course, been the head of the company, Ferdinand Schumacher, who is now a hale and vigorous man in his seventy-eighth year. Mr. Schumacher was born in Celle, Hanover, in 1822, and as a boy was a grocer's apprentice. In 1850 he came to America, and three years later arrived in Akron, Ohio. As grocer's clerk he had learned how to grind oats as used in Germany for making gruel; and so one day in Akron, in 1859, when his wife said she would like some oatmeal gruel, he conceived an idea. He made her the gruel meal, and then set up an oat-grinding mill in a barn, to make oatmeal for the public. The people had to be educated to eat it, but they were educated; and the mill in the Akron barn was the beginning of the oatmeal business in America.

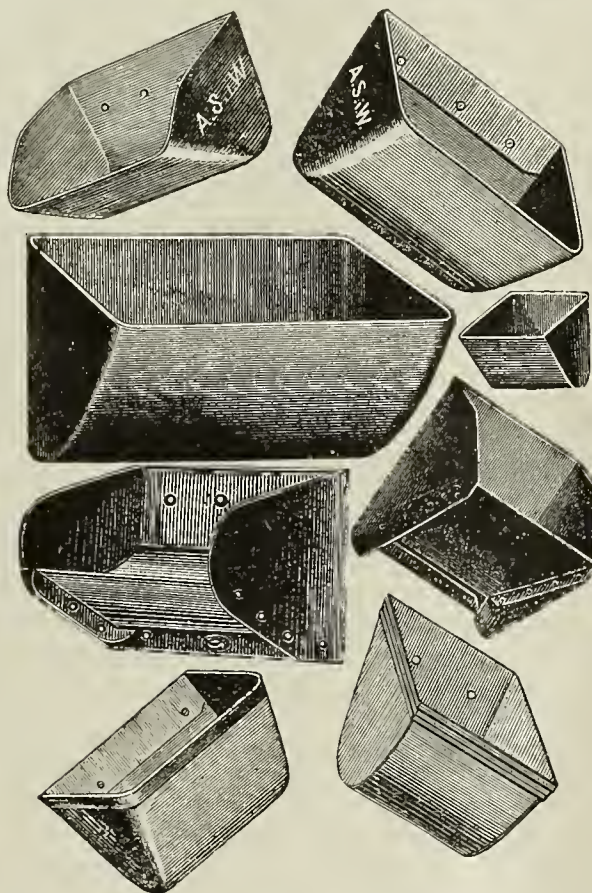
Mr. Schumacher's first power mill was located in a tumble-down structure on the banks of a race which still supplies the local mills with power. The product was not wholly unknown in America, since some oatmeal had previously been imported from Canada; and the Schumacher food gradually found a market, and he made money rapidly. By 1863 enough capital had been saved to put up extensive mills for making both oatmeal and pearl barley. The struggle for success was over and great additions followed one another until 1866, when the Akron mills were the largest of the kind in the world. In the spring of that year his mills were almost totally destroyed by fire, the loss aggregating almost \$2,000,000. The loss above all insurance was \$600,000. Although he was again a comparatively poor man, he immediately set to work to rebuild the plants. The F. Schumacher Milling Company was formed, and the ruins were replaced with mills larger than those destroyed. Its products were sold as "Avena," which name was changed, after the trust was formed, to the more catchy "Quaker Oats," which the company spends \$100,000 a year to advertise. The American Cereal Company is capitalized at \$3,000,000, and bonded for \$1,600,000, and pays 6 per cent on both amounts.

Mr. Schumacher was a "plunger" into other things than oatmeal. In the day of his prosperity, before the American Cereal Company was formed, he identified himself with the prohibition party. He had a theory that a temperance colony could be established and conducted successfully. With this

end in view he bought a great tract of land and founded Harriman. The venture was a failure, his personal losses being immense. The Schumacher Milling Company also was in danger of reverses, and it was then, 1891, decided to form the American Cereal Company, and he was elected its president. He speculated in wheat with success, but made numerous other investments which were disastrous; and in 1896 he was forced to make an assignment. His liabilities were enormous, but he did not give up. He held meetings with creditors and asked for time to settle claims. Everyone has been paid dollar for dollar, and he steps down and out of the company with almost a million dollars to his credit above all debts and liabilities.

A GROUP OF FOREIGN ELEVATOR BUCKETS.

There is nothing particularly novel in the accompanying group of elevator buckets, which show the principal forms under which they are sold in the milling trade abroad, especially on the continent. All of them could be duplicated from the stock of makers in this country, and we strongly suspect



some of them originated on this side of the Atlantic. At any rate the forms are a big improvement on some of those sold abroad (and in this country as well), only a few brief years ago.

NEW ELEVATORS AT GULF PORTS.

It is announced that the differences existing between the authorities of the city of New Orleans and those of the Illinois Central R. R. Co., relative to the matter of tracks upon the levee, have been settled and that, as a consequence, the railroad company will shortly begin the erection of another elevator in New Orleans to have a storage capacity of 1,000,000 bushels of grain.

It is authoritatively announced from Galveston by Geo. Sealy, president, and John E. Bailey, manager, of the Galveston Wharf Company, that that company will erect at Galveston a 1,000,000-bushel elevator in the near future, provided the city's attack upon the title of the wharf company's lands between Thirty-first and Forty-first streets be abandoned or is found invalid.

Grain dealers in La Crosse and Larned, Kans., offer a good dinner to every farmer who brings to either town twenty-five or more bushels of wheat, and the former town adds free hotel accommodations over night to farmers coming a distance of twenty-five miles. It will be in order next to throw in diamond studs for the hired man and a "pianer" for Sister Sally.

..Points and Figures..

Boston's January, 1899, grain shipments exceeded those of the previous January by 1,500,000 bushels.

Eaton County, Michigan, the banner bean county of the state, has only 25 per cent of the 1898 crop in farmers' hands.

Corn exports for the 31 weeks following July 31 have been 101,463,000 bushels, compared with 104,652,000 bushels same period a year ago.

Grain circles at St. Joseph, Mo., have been agitated by a rumor that the warehouse commission of the state intends to abolish the grain inspection at that point.

The grain business of Duluth for January last was larger than for any previous January on record, the total receipts having been 5,095,209 bushels, and shipments, 697,726 bushels.

At the Manitoba Branch Experimental Farm an average yield of 107 bushels and 13 pounds per acre for twelve varieties of oats was produced. Of spring wheat, the average yield was 37½ bushels per acre for twelve varieties.

Baltimore's exports for 1898 included corn, 44,543,185 bushels; wheat, 18,432,246 bushels; oats, 4,869,086 bushels; rye, 4,595,773 bushels; flour, 2,725,759 barrels; in each case, oats excepted, an increase over the exports of 1897.

A bill has been introduced in the Illinois Legislature to abolish the penalty for "puts and calls" trading; but Brother John Hill has an eye on it, and promises to "call" it at the proper time, so that the bill will have to stand on its merits and not go through on a "sneak."

Indianapolis during 1898 received 358,539 barrels of flour, 2,648,800 bushels of wheat, 6,509,400 bushels of corn, 1,377,000 bushels of oats, 8,700 bushels of rye, 9,200 bushels of barley, 372 bushels of bran and 577 cars of hay. Except of flour, the shipments of which were 383,188 barrels, nearly all the receipts named were consumed at home.

The officials of the Milwaukee road at La Crosse recently discovered a scheme worked on that road for stealing wheat by the carload. The thieves diverted the grain from the real consignees by substituting fraudulent waybills for the originals. It is said the swindlers overreached themselves by holding the grain at the terminal for a better market, so that the fraud was detected before they realized.

Senator Foley, in New York, is the father of a bill to regulate Buffalo elevator charges, and also to appropriate \$500,000 to build three grain elevators at Buffalo, in order "to revive the grain-carrying business of the Erie Canal." A Buffalo elevator man very aptly says that what the Erie Canal needs is not more elevators but new locks to handle boats carrying twice their present capacity and less Tammany-Platt politics.

H. N. Rivers, agent for F. H. Peavey & Co. of Minneapolis at Avoca, Iowa, has been arrested, charged with speculation from his principals. His operations are said to cover a series of years, and to have amounted to about \$25,000. The shortage took the forms of farmers' notes marked "unable to collect," which the farmers deny having made, or as having given as "accommodation paper," Rivers being a heavy borrower; or storage receipts in the informal shape of mere memoranda; and various other devices familiar to bookkeepers for doctoring accounts.

The rules of the Board of Trade of Chicago do not permit women to become members of the Board, nor to be partners in firms which are members; hence the recent application of Miss Lenor Lindblom for membership could not be considered. Miss Lindblom is the daughter of the well-known Robert Lindblom, and is apparently, though not nominally, the head of the firm of Lindblom & Co. She has the reputation of being a bright, capable, shrewd and experienced trader, and in point of business ability would do honor to the Board could she be counted as one of its members.



PUBLISHED ON THE FIFTEENTH OF EACH MONTH BY

MITCHELL BROS. COMPANY

(INCORPORATED.)

OFFICE:

Howland Block, 184 and 186 Dearborn St.,
CHICAGO, ILL.

A. J. MITCHELL, - - - Business Manager.
HARLEY B. MITCHELL, - - - Editor.

Subscription Price, - - - \$1.00 per Year.
English and Foreign Subscription, - - - 1.50 " "

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., FEBRUARY 15, 1899.

Official Paper of the Illinois Grain Dealers' Association.

Another association of millers and grain dealers is organizing in Texas, we are told, though we have as yet received no particulars of the new organization or its purposes.

The executive committee of the Texas Grain Dealers' Association has decided to hold a two days' meeting at Fort Worth on Monday and Tuesday, May 8 and 9, instead of in June, as previously announced.

The cry for more elevator facilities at Montreal is still heard. It is strange that the elevator building boom which has extended from Boston to the Pacific has managed to skip so promising a field as Montreal.

President Harrison of the Texas Grain Dealers' Association, after the Austin conference, early in the month, said he believed the state railroad commission and the railroads would reach a satisfactory agreement as to rates within the state.

It is quite true that the bucket shop is a game of "Heads—I win; tails—you lose," but it must not be forgotten by the moralist who does not understand its popularity that there are lots of people in this world who prefer to play the game in just that way.

The wealthy grain and stocks buyers at Hampton, Iowa, whose indictment for stealing from the farmers by false weights at their own scales was previously mentioned here, have been again found guilty by a jury, the first verdict of guilty having been set aside. In the present instance an appeal will be taken to the Supreme Court, the men being wealthy enough

to "pay the freight." Yet, however the case may end, it is probable that competition has been resumed in Hampton on a business-like basis, and that is something gained.

The directors of the Kansas Grain Dealers' Association met at Kansas City on February 1, at which time it was proposed by Secretary Smiley to hold in June next a joint meeting of the country dealers of Kansas, Nebraska, Missouri and Oklahoma, which should bring together some 400 or 500 dealers. The proposition meets with generous approval in Kansas City, where the meeting will be held, if at all.

THE UNION ELEVATOR INSURANCE.

We can see no reason why there should be so much trouble in settling elevator losses with insurance companies; yet, as we have more than once remarked, the burning of a large elevator is almost sure to be followed by a long and complicated fight over the insurance. Sometimes, as in settling the loss on the Pacific elevators in this city, tactics have been resorted to that reflect positive disgrace on the insurance people. And apparently the companies are not trying to redeem their reputation in the case of the Union Elevator at Toledo. The press reports have been full of misinformation, and latterly the companies have taken to "jawing" each other through the newspapers and by circular. One company that finally settled boasted that it "stood by the other companies right up to the very doors of the court, but there we stopped," and was promptly accused of "moral obliquity" by another company that did not settle. While the case is largely a personal matter, there are points about it that are of more than personal interest, and we give the following statement of the facts for the benefit of the trade at large:

The Union Elevator was insured for \$136,500. Its cost in 1883 was \$189,000. It had been kept in good condition and just before the explosion and fire \$6,000 had been expended in repairs. The value of the plant was \$250,000, and a contract had been made in the preceding February for its lease for five years at six per cent net on that valuation. The fire totally destroyed the elevator; there is no controversy about that. The insurance companies demanded an appraisal, which was agreed to by the elevator people, with the express understanding that in no way should this affect their rights under the Howland law of Ohio, which is the so-called "valued policy law."

The appraiser for the insurance companies returned his appraisal under oath that the entire value of the plant was \$55,000, although the labor account alone in its construction was \$35,000. The elevator's appraiser made his figures \$155,000. The third man called in made the figure \$105,000, which the companies' appraiser immediately acceded to. The elevator appraiser declined to sign and the companies were notified that the full amount of the insurance was wanted or the replacement of the elevator under the old plans.

As a matter of fact, there is nothing for the companies to do but settle, as some have already done. In the case of the Orient Insurance Co. vs. Robt. E. Daggs, appealed from the

Supreme Court of Missouri, the United States Supreme Court has decided that a valued policy law is constitutional. Accordingly the Howland law can hardly be fought with any prospect of success. Whatever may be urged against valued policy laws, they certainly supply a needed check to the tendency of some insurance companies to quibble and make trouble over any considerable loss, apparently seeking to wear out the patience of the insured.

THE ILLINOIS WAREHOUSE LAW.

Judge Tuley has not as yet handed down his decision in the contempt proceedings involving the constitutionality of the present warehouse law of Illinois permitting public warehousemen to deal in grain, nor would his decision be in any event final as to the status of the grain storage system until approved by the Supreme Court.

The subject matter has, however, gotten into the Legislature through the introduction of bills in either house to repeal that portion of the law permitting public warehousemen to deal in grain. The signs of the times at Springfield are thought to point to a repeal, the late campaign in the country districts having brought the subject to the attention of many hitherto indifferent legislators and their constituents. Nevertheless, when Senator Sullivan, in the Senate, on February 1, moved that Senator Landrigan's bill repealing the grain-selling section be taken from the committee on agriculture and referred to the committee on warehouses, the motion was promptly carried in spite of Senator Landrigan's protest; and the latter's motion to reconsider the vote on the transfer was tabled by the decisive vote of 31 to 11.

This was the first "scrap" over the bill, and apparently its friends came out only second best in the senate encounter, although the significance of that episode may be nil.

"PRIVILEGE" TRADING IN CHICAGO.

Quite a tempest broke on the Chicago Board of Trade, or rather the members thereof, when it was intimated that John Hill Jr. would invoke the services of the grand jury and the state's attorney to stop trading in "puts and calls." As a matter of fact, privilege trading has never been recognized by the Board, as it is made expressly illegal by the laws of Illinois, although lawful in New York. But the business has always been carried on, and some of the largest firms have done a business in this line whose expression in figures makes one dizzy. Knowing that conviction would be easy if the matter were pressed, all the prominent firms at once discontinued the practice, and privilege trading has shrunk to comparatively insignificant proportions.

Privilege trading would never have reached the proportions it has attained had it not been for the fact that it is resorted to as insurance on deals. It is held by some that the effect of this is really to narrow the market, and the fact is pointed to as corroboration of this view that since the trading in privileges lessened activity in the market has increased and the fluctuations become wider. Nevertheless, a bill has been introduced at Springfield which would

legalize trading in puts and calls by omitting grain and provisions from the law as it now stands. The present law reads, "Whoever contracts to have or give to himself or another the option to sell or buy at any future time, any grain or other commodity, stock," etc. This, it will be seen, covers privilege trading, but not sales or purchases for future delivery.

Another scheme has been thought out, to form a sort of Lloyds, which will give a regular policy of insurance against loss. Such a company exists in New York, but it is doubtful whether the courts here in Illinois would not rule such a policy as an evasion of the law. Another way of evading the law is to buy and sell in another state where "privileges" are not unlawful. Meanwhile, it is evident that business can go on, even if trading in puts and calls is done away with, however desirable it may be in the view of some as a matter of insurance.

SHORTAGES AT CANADIAN TERMINALS.

Our department of "Communicated" contains certain references to shortages at Canadian terminals which go to emphasize the palpable fact, becoming more and more insistent, that as the margin of profit in the merchandising of grain decreases, the shortages also must sooner or later diminish to the point of disappearance, with, meantime, the incidence of liability for shortages becoming more definitely fixed. The old method of doing business, that is, of taking a margin of profit in handling the stuff broad enough to cover all shrinkages, is no longer possible; wherefore accuracy of weights and measures and the holding of all handlers and carriers to a strict accountability for them is imperative.

By the Minnesota decision referred to elsewhere it will be seen that the incidence of liability as to cargo shortages has been established in that state. No doubt the principle would be applicable were the cargo loaded into a car instead of a vessel, and the receiver would have his right of action against the carrier, which in turn would recover from the loading elevator; or, rather, would at once protect itself by issuing a bill of lading based on actual weights taken by itself. The universal recognition of such incidence of responsibility and liability would greatly simplify conditions, and this is clearly within the reach of the grain trade generally, whenever the trade elects to enforce the liability of the railways on their bills of lading.

The Canadian terminal dealers have been buying on shippers' weights. This custom the Montreal Corn Exchange has recently changed so that in the future all sales of grain in that market shall be made on the basis of weights at destination. The burden of shortage has, therefore, been shifted from the Montreal terminal receivers to the shipper, as it has been in the United States; and the latter will be required, therefore, to look after his own interests, just as hitherto the receiver has had to look after his. The Toronto Board of Trade, however, has refused to change the custom which, brokers there say, has become too firmly fixed to warrant so radical a change of policy.

HEAD OF THE LAKES INSPECTION.

Ever since the Dakotas began to market wheat there has been periodically a demand for an inspection system to place Dakota wheat on the market for "just what it is." The particular advantage of this to the Dakota shipper is not apparent, seeing that the grade of wheat counts more than its name. But as there are no terminals in the Dakotas a Dakota inspection would be useless, and the stuff has been graded at Minnesota terminal markets according to Minnesota rules. Dissatisfaction has become acute before this, but during the first three or four months of the present crop year the complaints from beyond Red River have been so great as to culminate in the Jacobson investigating committee, appointed by the Minnesota Legislature, which committee began its sessions at St. Paul about the beginning of the month. Its witnesses, mostly North Dakota farmers and statesmen, were prolific of complaints. They had come all the way to St. Paul loaded with them, and they unloaded.

Then they went traveling—some of them. They went first to Superior and West Superior, both Wisconsin towns; and there they "imperatively demanded" a North Dakota-Wisconsin inspection which should grade their stuff right; that is, grade it high enough to stop the dockage. The Superior grain men were not anxious to revive this old theory and a disastrous fight with the other side of the bay, yet the case was tempting and interested the newspapers.

From Superior the strangers went to Duluth, where, after having been shown all about the yards and the elevators, they expressed themselves, as did their farmer neighbors from Moorhead some weeks before, that the inspection system was all right—except as to its execution. Senator Marshall, who headed the party, complained that the inspectors had the grading "in their own hands" and that it was "simply a matter of judgment on their part."

It may have appeared to others also that it was "simply a matter of judgment," and that really is what inspection is after all; and so the party agreed that if the law as to appeals could be revised to facilitate decisions and to give North Dakota representation on the board, they would be satisfied. Accordingly, they approved the McCollom bill, now before the Minnesota Legislature, which is somewhat in line with Inspector Clausen's recommendations and provides for a board of six members, three of whom shall constitute a body for action at Minneapolis and three at Duluth. Each committee of three, if practicable, is to include a producer of grain, an exporter or miller and a commission merchant. Whenever dissatisfaction shall exist with the grading of grain, an appeal may be taken in the district where the inspection was first made. In all cases a decision of the majority of the board is final. Joint meetings of the two boards are held once a year, at which the standard of grades for the ensuing year is determined upon. In a measure it is intended that the board of appeals shall supplant the chief inspector, as the members are to have general superintendence of the work of the inspectors.

Let us hope the North Dakota farmers will not be disappointed if they get what they want; but they certainly will be if they insist upon Mr.

Jacobson's theory of grain inspection, that its sole purpose is to "benefit the farmers." The inspection is to grade grain for the benefit of all those who handle it, as well as the farmers who grow it; and if it were possible to formulate the actual truth, it would be probably found that the farmer has suffered rather less than he should have suffered by the inspection systems of all markets, and that the country grain buyer has paid an undue proportion of the "freight" thereof, of which unfairness the farmer has been directly the beneficiary.

LAKE CARRIER SHORTAGES.

The Supreme Court of Minnesota on January 21 handed down a decision making a ruling on the question of the liability for shortages in grain cargoes. The case is stated in the department of "Communicated" by the letter of Scarle & Spencer, attorneys for the S. S. Vega, to which the reader is referred for details. Again, on February 3, the same court, in the case of the S. S. Frontenac, repeated its previous decision on a similar state of facts, so that, so far as Minnesota is concerned, the incidence of the liability is now settled.

The Minnesota statute provided that where cargoes are weighed out of the elevators by a weighman appointed under the Minnesota grain and warehouse laws, his weights should be conclusive. With the not uncommon belief many people have in the infallibility of law and its creations, simply because it is law, the Minnesota legislators conceived the inerrability of a public weighmaster created by statute, but happily for the carriers of grain, the Minnesota Supreme Court has negated this idea by ruling that it is proper, the statute notwithstanding, for the sufferer to prove that an error has been made to account for a shortage, and that it is unconstitutional for the Legislature to make the weighman's statements conclusive and so deprive the sufferer of the right to an appeal to the courts to show that the weighman had committed an error. The court logically holds, therefore, that when an actual shortage in loading is proven, the loading elevator is liable therefor.

The importance of these decisions may appear in the fact that at Buffalo last year the shortages exceeded the overages by no less than 57,000 bushels, which loss hitherto the boats have been paying.

The Texas grain dealers who are suffering all the evils of impossible railroad rates have decided to appeal to the Legislature for relief. The character of the legislation is not so apparent as the need for relief is real, but there seems no other suggestion of a way out of the present dilemma, in which the railroads have absolute command of the situation. For example, the roads are making a Texas rate of 25 cents to Memphis as against 10 cents for Kansas City; or 20 cents to Texarkana as against 12½ cents; or to Shreveport 17½ cents as against 12½ cents for twice the distance; and so on. As Texas roads participate in the long haul on the basis of 40 per cent of an export rate of 13 cents from Kansas City to Galveston through Texas, the Texan has difficulty in seeing the logic or justice of a state rate of 16 cents for half the distance to the same port.

EDITORIAL MENTION

The crop killer has been unusually active during the cold snap. Among his remarkable exploits was the killing of the "winter wheat" of Manitoba and Northern Minnesota.

King & Co.'s circular says: "Bucket shops have been falling like Spaniards before Dewey." Yes, in town; but in the country they're rising like Filipino insurgents at Manila.

James Cargill, the elevator man, says that in three years there will be one big board of trade at the head of the lakes, that it will be in Superior and that the elevators will have Wisconsin inspection.

The statement made by the secretary of the Farmers' Alliance in St. Paul recently, that Kansas Alliance farmers have been making big money on their grain in Chicago by shipping it direct is badly punctured by the letters of President Cortelyou and Secretary Smiley in the "Communicated" department.

The Montreal Trade Bulletin is protesting against the charges made by the floating elevators there for transferring grain. The charges are half a cent a bushel, divided equally between the steamship companies and the shippers. It is said that the Montreal Elevating Co., which owns the floaters, earned 100 per cent on its capital stock last year.

The railroads' reduction of Eastern grain rates has a string to it, it seems, for they are now insisting that as the reduced rate is for "export" grain only, the shipper must name the ocean steamer in which the stuff is going out and the date of sailing. This is a new wrinkle indeed, and thus far has made the new rate a figure of speech only, so to say.

The Canadians are still shedding tears over the fate of their export trade to Germany, killed by a new tariff which increases by 20 to 45 per cent the old duties on grains and leguminous seeds. Our neighbors should take comfort; they are not alone; there are others. Even the Germans themselves, who do not grow grain or meat, are beginning to "holler."

Mr. Joseph Leiter said in Cleveland the other day that he had dropped wheat and is giving his whole attention to the business of forming combinations. The many old friends of Joseph I. still in the grain trade hope, for old times' sake, that he will be more successful in merchandising a miscellaneous stock of milk and water than he was with his wheat.

The annual official reports to the grain exchanges of the country are singularly unanimous this year in felicitating the members on the large volume of business transacted during the past year. The year 1898 was, indeed, pretty tough on the tearful pessimist on general principles; but where least of all he found comfort was in contemplation of the grain

business all along the line from the farm to the mill or export elevator. And the end is not yet, either.

If the new American Cereal Company builds its 8,000-barrel oatmeal mill in Chicago there will be a market for about 100,000 bushels of oats daily, to keep the huge monster going. We understand that the plan is to operate elevators as heretofore, where plants are now running, as feeders to the big elevators at Chicago that the plant will necessitate.

"Our Red Book" of Howard, Bartels & Co., 28 Sherman Street, Chicago, publishers of the Daily Trade Bulletin, has appeared for 1898. It is, as usual, a complete compendium of statistical information relating to grain, stocks, provisions, seeds, live stock, cotton, crops, imports and exports, etc., which all persons dealing in any way in those commodities will find indispensable for office reference.

A Chicago Board of Trade membership sold recently for \$912. This fact is rather a jarring commentary on the lamentations of the pessimists, who but yesterday had the Board and all its works going to the demnition bowwows. Men don't pay \$912 "per" to sit around and see the other fellows—even big fellows—play; not when the game is so lively as the country shippers and speculators have been making it during the last few months.

The Cincinnati grain men, by following the advertiser's motto of "keeping everlastingly at it," have at last had their patience rewarded by a reduction of rates on grain from Mississippi points to Cincinnati, when the grain is destined for the Southeast, to a point where they can again do business in that territory. It pays to pull together and to pull hard, it will be seen, even though, as in this case, all one wants can't be gotten at the first pull.

That interesting pair of scamps who, about a year ago, tampered with the ingenious and confident grain dealers of Western Iowa, have crossed the line and worked their passage down into Southeastern Nebraska. There they are still selling that mythical jag of corn, and still are getting the grain dealer's payment in advance, "to bind the bargain," of say \$25 for corn to be "delivered next week." Just when these gentry will quit bearing the corn market and earn their board in a state prison, or when grain dealers will stop buying of strangers corn they have not seen, no one knows, but the scamps would appear to be having a nice, comfortable time on the road.

The newly elected junior senator from New York, in a recent address, said: "The restrictions placed upon commerce at this port of New York should be removed, and this should be made as far as possible a free port." This is somewhat indefinite; but if the sometime garrulously inclined Depew can be won from his famous post prandial pleasantries to dwell upon particulars along the lines the quotation would seem to indicate, his future reputation will have a more abiding foundation than it has at present. So long as it costs \$3,375 to handle 100,000 bushels of export grain in New York, as against \$125 in New Orleans and \$300 at

Newport News, the junior senator will have a promising field for activity.

The American Malting Company has swallowed a large end of its competition in absorbing the malting plants of Neidlinger & Son of New York. It will be pleasing to its customers to know that the purchase was made "to extend the company's policy of economy in the cost of manufacturing and distributing its product, which has been a feature of the management" since it was organized. The recent official earthquake in the company's Milwaukee office was of the same nature, perhaps?

The Minnesota cargo shortage decision will strengthen the position of the lake carriers, whose association is now preparing a new bill of lading, in so far as it will stipulate that the vessel shall not be liable for shortage in excess of one-half bushel per thousand bushels carried. As to the stipulations (among others) of the proposed document, that the consignee shall furnish an elevator within twenty-four hours after arrival or pay demurrage, that is a different proposition, the merits of which will bear argument, however clear it may appear to the man on "the bridge."

Col. Murphy, Iowa's corn missionary to Europe, with headquarters at Brussels, has affiliated with the American Maize Propaganda. The colonel, who has been in this work for a good many years, says he is much encouraged with the outlook for corn as a food product in Europe, and has faith in the potential character of the work of the Paris exhibit by the Propaganda. As for the colonel's work in Belgium, it is only fair to say that he largely paved the way for the growing use of corn goods in brewing, which has assumed quite an importance in that country.

The "shrinker" is a new device which has appeared in Iowa of late, and has already gotten one elevator man in trouble and promises future sadness for several stockmen. This thing is a little V-shaped device of steel, which when attached to the beam of a scale "shrinks" the weight from 5 to 10 per cent, or even more. Several discoveries of the use of this new form of thievery have been recorded by the Iowa newspapers, and while it is humiliating to think that even one grain man would stoop to use it, still it is gratifying to know that of the recorded cases of the use of the "shrinker" only one elevator man has been accused.

The city attorney of Kansas City put out a dragnet under a section of the new anti-betting law and landed members of the Kansas City Board of Trade, bucketshop keepers and the engineers of "dynamite shops" indiscriminately. The Board of Trade men were obliged to explain the nature of their business and wherein it was different from that of the bucket shop. Mr. French gave a very clear distinction between the two; that the one transaction was a quotation in itself, while the other was based on quotations. But lawmakers and a large share of the general public don't make fine or even necessary distinctions; a horserace and an actual sale of grain are placed in the same category by the great body of people. Anything

with an element of chance in it is "gambling," and it is strange that insurance companies are not brought to book by some of the smart ones.

An enthusiastic editor 'way up in Minnesota, with the true connoisseur's nose for an item, dwelling on the fact that the burning of a local elevator was recorded in all the Minneapolis and St. Paul papers next day, under a "double head" in each instance, patriotically exclaims: "It does a man good to see the name of his town in the metropolitan papers, and makes him feel like he is still in 'the land of the living,' and not one of the lost tribes of Israel, wandering about in the wilderness, unknown, unhonored and unsung." It is, indeed, worth an elevator any time of day, you bet; the town may even become famous if the stock of elevators hangs out.

The American Cereal Company under the new management seems inclined to spread itself, and will reorganize on the basis of \$30,000,000 of capital in place of \$5,000,000, taking in meantime ten or more prominent cereal producers. There is such a thing as spreading too far; but in these optimistic days, when any sort of stock certificate seems to sell as readily as any piece of paper with a picture on it circulated as money within the lines of the Confederacy in the winter of 1864-5, a syndication of oatmeal mills seems quite promising. We may hear next of a syndicate to control the "breath of life" or the good-will of Jupiter Pluvius.

John Hill Jr. has issued a circular letter to the members of the Chicago Board of Trade, detailing the results of the three years' fight with the bucket shops. When the fight commenced three years ago there were 80 of the concerns in full blast in Chicago. On December 31, 1898, the number had been reduced to 13, an unlucky number. One of the most satisfactory results of the crusade is the disappearance of bucket-shop advertisements. Mr. Hill states that no attempt is now made by the remaining bucket shops to use the mails. Accordingly, their patronage is wholly local and from a class that frequent pool rooms and the like. The evil is thus minimized, even if not obliterated.

W. W. Culver, whose successor as Chief Grain Inspector of Kansas has just been appointed, has published an open letter to President Cortelyou, which is addressed to the Association and also to the Kansas Legislature, and which takes issue with the resolution offered by Mr. Cortelyou, criticising and asking for the abolition of the official weighing system of Kansas. The letter is very long and arrived too late for us to give it a place in our columns, but the gist of Mr. Culver's contention is that the "whereases" of the resolution (see third column, p. 290, of the January issue of the "American Elevator and Grain Trade") are not true, and that even if they were the Association's plan expressed in the resolution would not better the situation by putting a stop to shortages. The subject is much too intricate to discuss here and now, but basing a view on the recent record of the Check Weight Bureau of the Kansas Association, Mr. Culver's letter sounds very like the inquiries of the Pharisees

of the blind man of scripture, whose sight had been restored, who said: "All I know is that whereas I was blind now do I see." The Check Weight Bureau may be open to criticism from Mr. Culver's standpoint, but it does seem to have done some good all the same.

The chairman of the shortweights committee of the Grain Dealers' National Association, Mr. N. S. Beale of Tama, Iowa, appointed in November last, writes that his committee "has reason to be encouraged in its work, some good having already resulted in some directions." He adds, however, that "the committee would like to be in possession of any complaints of shortages that have occurred, say in the last thirty or sixty days." Those of our readers who have cause for complaint in that direction will, therefore, be of material assistance to the committee by reporting the details to the chairman, as above, as well as serve themselves.

The standing committee on crop reports of the National Board of Trade, in its late annual report, congratulates the Department of Agriculture on its effort to remedy the faults of the crop reporting system, adding that while there may be still room for betterment, the occasion for the former strictures of the committee "has been largely removed." The improvement still to come in the department's reports must come through the substitution of reliable observers, such as, for example, grain dealers and railroad men, for the postmasters, school teachers and superannuated farmers who now furnish so many of the original estimates for the government's and other compilations.

Secretary Bewsher of the Nebraska Grain Dealers' Association, under date January 7, issued his first "Crop Service Report" for the exclusive information of the members of that Association. The apparent delay in the preparation of the report was due to the fact that it required no less than three appeals to the correspondents to procure the necessary data. This must have been somewhat disheartening to the Secretary, but he has made an excellent and valuable report for all that, so that he may reasonably hope that this particular feature of his work will come easier next time and thereafter as the value of the service impresses itself upon his constituents.

Last month, in summarizing the press reports about the alleged screenings corner at St. Paul and Minneapolis, we had no intention of doing otherwise than merely stating the case as the parties who believed themselves aggrieved stated it in the press. The commission men's side of the question had not been heard. It will be seen from the communication of Messrs. Woodworth & Co., for which we gladly make place on another page, that there was really no just ground of complaint. The rise in the price of screenings was natural, as some of those who at first thought a corner was being worked satisfied themselves on investigation. As a matter of fact, the commission men and millers are interested in keeping the feeding industry at their doors, and are not so short-sighted as to adopt a line of policy that would result in driving it away. But an

occasional combination of too many sheep and too little screenings is something that even the millers and commission men cannot prevent as a price-making factor.

The whirligig of politics ordains that Chief Grain Inspector Culver of Kansas shall greet his successor, and A. E. McKenzie of Kansas City, Kans., rules in his stead. Mr. McKenzie's appointment was made January 31, and is heartily approved by the grain receivers of Kansas City, by whom he is known to be an able, capable and thoroughly qualified man. He has been for seven years in the employ of the Rex Mills at Kansas City as superintendent, and has spent the past fifteen or twenty years in the grain business. He was connected with elevators at Atchison until he went to the Rex Mills. It is seldom a political appointment falls to a better or more satisfactory a man.

Mr. Frank Gibbs, chief grain inspector of Manitoba for the lake ports, recommends to farmers to get their damp wheat to the dryers as rapidly as possible. This is no doubt good advice. Just how far the dryer is able to save wet wheat in a marketable condition at a time when change of its composition is more or less retarded by the cold is still a mooted question; but there is little doubt that when warm or thawing weather shall come, and the preservative influence of cold shall have been withdrawn, the chemical composition of very damp grain will change quite rapidly under the combined action of heat and moisture. It is claimed even now in certain quarters that the damp corn now being fed in the West is in a measure responsible for the prevalence of the hog cholera; but it is fair to say that this is an assertion that has yet to be established as a definite fact rather than a theory. At any rate the holder of grain that has never been dry since ripening has a mighty uncertain sort of property on his hands.

Probably no one topic has been more thoroughly discussed in Canada this winter than the question of waterways and the development of "grain routes." Canada wants to haul American grain, and, therefore, is apparently prepared to make some considerable investment to do it, which the experience of the past season has done much to encourage. The rivalry of routes is not "our fight," although the American grain shipper is an interested spectator, and for that reason American spectators should not presume to take part in a discussion which at times waxes warm when the respective merits of the Collingwood, the various Sounds or the Georgian Bay Canal routes are under examination; but like true sons of Kilkenny when a scrimmage is going on, the Americans, whose grist is grinding, sit encouragingly on the fence and watch for results. The last season saw the lowest lake rates on record for grain to Buffalo and the seaboard, in the making of which record the Canadian routes played no inconsiderable part, and the shipper will not be inclined to discourage the Canadians' purpose to increase competition of routes or to perfect their waterways to keep the rates down to a minimum and at the same time shorten the time required to put Duluth or Chicago grain on board the export carrier.

Trade Notes

The Kasper Oat Cleaner Company, Chicago, has incorporated with a capital of \$2,000.

The Otto Gas Engine Works of Philadelphia report a rushing business on Otto Gasoline Engines.

The Barnett & Record Co. of Minneapolis has begun work on the excavations for the new dry dock at West Superior.

The N. P. Bowsher Company of South Bend, Ind., reports business as first-class and rather better than usual at this season, when they expect a natural reaction.

The newly incorporated Pacific Slope Grain & Seed Cleaning Company, which is erecting a plant at Walla Walla, Wash., will manufacture the Honstain-Rosholt Seed Cleaning Machine for the coast trade.

The Carl Anderson Co., Chicago, manufacturers of the "Gus" Gas and Gasoline Engines, have sent out a neat calendar, which is particularly appropriate to this frosty weather, the decoration being a midwinter scene.

The Hess Warming & Ventilating Co. of Chicago reports sales of Grain Driers to the Consolidated Elevator Co. of Duluth, Woodworth & Co. of Minneapolis. Also a gunpowder drier to the Miami Powder Co., Xenia, Ohio.

The output of gas and gasoline engines during 1898 by the Webster Manufacturing Company of Chicago was largely in excess of that of 1897. The company has also made extensive additions to its factory to keep pace with the orders in various departments.

The Garry Iron & Steel Roofing Co. of Cleveland, Ohio, had a disastrous fire in its plant January 19, but the loss was fully covered by insurance, and arrangements were at once made to take care of all customers' orders, and to resume operation very soon.

H. Channon Co. of Chicago, Ill., have received an order for Ajax Transmission Rope to drive all the machinery in the new Armour elevator "D" at Chicago. This was said to be one of the largest orders ever placed for transmission rope to go in a single plant.

The Skillin & Richards Mfg. Co. has received an order for a complete outfit of machinery for the new fireproof steel elevator being built at Glen Cove, L. I., for the National Starch Co. The Steel Storage & Elevator Construction Co. of Buffalo, N. Y., were the contractors.

Business opened up for the new year in a manner that is highly pleasing, the Invincible Grain Cleaner Co. writes from Silver Creek, N. Y. The writer adds that, "We are receiving many more inquiries and orders than we did for the corresponding time last year, and we believe that this is a sure indication that the Invincible machines are to have an exceedingly large sale this year. But we are prepared for the same, and shall fill all orders with more than usual promptness."

The Jeffrey Manufacturing Company of Columbus, Ohio, which has recently taken up the manufacture of standard elevator buckets and spiral conveyors, reports a very flattering trade. Its facilities are such as enable it to supply high-grade material at prices which secure for it a large trade for this class of machinery. Anyone requiring material in this line will do well to secure the Jeffrey Company's latest catalogue and prices, which will be cheerfully sent upon application.

Capt. M. De Puy, of 19 South Street, New York, patentee of the Paragon Boiler, adorns the front page of one of his recent circulars with an illustration of the Erie Canal Steamer "Paragon," fitted with his boiler, coming down the Hudson with a tow of ten fully loaded canal boats, en route from Albany to New York. As evidence of the superiority of the Paragon boiler in this connection, he calls attention to the fact that a few years ago the state of New York awarded prizes of \$35,000 and \$15,000 to two

gentlemen for canal steamers which only propelled themselves.

The Schisler-Corneli Seed Co. of St. Louis, Mo., has issued its descriptive catalogue for 1899 of vegetable, field and flower seeds. The firm is a large handler of field seeds and buys and sells clover and millet seed in large quantities. The catalogue will be mailed free on application.

The Steel Storage & Elevator Construction Company of Buffalo is doing an immense business in the way of grain storage plants. Among many recent contracts is one from the National Starch Company for a system of storage tanks for corn, at Glen Cove, L. I. They will be located 150 feet or more from the factory and all the machinery operated by electricity.

The February number of Carter's Monthly, a magazine published at Chicago, contains an extensive illustrated article about Sterling, Ill., under the head of "A 20th Century Town." As no description of Sterling would be complete without the Charter Gas Engine Company being made a part of it, we find excellent illustrations of the Charter Engine, of the plant, and of Mr. Geo. M. Robinson, president of the company, and his residence.

The Skillin & Richards Mfg. Co. at 241-243 South Jefferson Street, Chicago, has taken in new rooms to increase its floor space 50 per cent, and added new machinery to enable it to supply the demand for its gas engines. They report sales of their Improved Burrell Gas & Gasoline Engine as being beyond their expectations for this season of the year as during the last half of January they shipped over 15 engines to all parts of the state.

The recent damage by fire to the foundry of the Barnard & Leas Mfg. Co., Moline, Ill., while quite serious, did not materially delay them in their work. A double force, working night and day, was put on, and a heat taken off the third day after the fire, and the foundry has since run full force. Among the recent orders received by this company is one from the Consolidated Elevator Co. of Duluth, Minn., for 18 of their largest elevator separators.

The W. J. Clark Company, Salem, Ohio, makers of the famous Salem Elevator Buckets, have just issued catalogue No. 23, which is devoted more particularly to tote boxes and pails, made of sheet metal, for the speedy and superior manufacture of which they have the most completely equipped plant in the country. Among the articles especially useful in grain elevators are steel grain scoops, fire pails, oil waste cans and "Quick as Wink" hose couplings.

To meet the increasing demand for the Eureka Grain Cleaning Machinery and other specialties, the S. Howes Company of Silver Creek, N. Y., has increased the capacity of the plant and added new engine lathes, planers, surfacers, and other tools, to facilitate production. This will enable the company to give customers the usual promptness in filling orders which has always characterized the S. Howes Company. Last year's business was unusually large, and 1899 opens with orders coming in freely for the various Eureka machines.

The Weller Mfg. Co. of Chicago is preparing plans for a 60x175-foot addition to its plant at 118-124 North Avenue. The new addition will be erected on the east side of their building. The company is now engaged in getting out what is claimed to be one of the largest orders for spiral steel conveyors that was ever placed. It includes over 12,000 feet of conveyor, embracing all the various sizes. The company also reports an exceedingly heavy trade in rope transmission, several large contracts having been placed with it during the past 30 days.

During the year 1898 the Link-Belt Machinery Co. of Chicago were very busy, necessitating running their plant night and day seven months and full time the balance. Among the numerous contracts executed by them for power transmission machinery, link-belt elevators, sand, coal, ash, hog, merchandise and other conveyors, mining machines, etc. The following are of especial interest to the grain trade: Albert Schwill Malting Co., Chicago, conveyors for handling coal into storage room and from same to boilers; American Glucose Co., Wauke-

gan, Ill., char filters; Chase Elevator Co., Chicago, machinery for C. & G. T. Ry. grain elevator at Elsdon Station; Wisconsin Grass Twine Co., St. Paul, Minn., conveyors for handling hay.

IN THE COURTS

The Miller Grain and Elevator Co. of East St. Louis, Ill., has sued the Cumberland Dispatch for \$3,500 alleged to have been lost through defendant's delaying a shipment of wheat.

In the case of Burlington Elevator Company vs. Tromanhaner & Bro., at St. Louis, the U. S. Court has sustained the report of the referee supporting the Elevator Company's claims. Some \$50,000 are involved.

J. C. Jnker, father of Haldo M. Junker, has sued the M. H. Petit Malting Company of Kenosha, Wis., for \$20,000 damages, alleging that defendant allowed the boy to play about the elevator where he was hurt.

In sustaining the demurrer in the case of E. F. Osborne vs. Short Risk Grain Co. of Minneapolis, the court decided that the concern is not insolvent, and that there is nothing in the articles of incorporation to indicate an unlawful purpose.

In the case of H. E. Owen Grain Company, Norfolk, Va., vs. Francis C. Seeds et al., of Columbus, O., the magistrate allowed plaintiffs \$39.60 damages out of \$232 claimed. The agreement was that defendants should deliver five carloads of grain at a certain price, and defaulted their contract.

W. C. Pitt of Lovelock, Nev., has sued M. P. Stein & Co. of Stockton, Cal., for \$584.12, being the difference in the price of 4,000 sacks of wheat, which plaintiff claims to have sold defendants through an agent, but not accepted by them under their contract. Defendants deny the alleged agency.

The Appellate Division at Chatham, N. Y., January 24, affirmed a judgment of non-suit in Graves Elevator Company vs. Trustees of the United Society of Shakers. Plaintiff had sued for \$3,000, the purchase price of an elevator, alleged to have been erected on the Society's order. The defense was a general denial.

Sylvester Strong has sued the Farmers' Coöperative Association, Northbend, Nebr., for \$354.28 with interest. Plaintiff claims that he was employed to act as the Association's Minneapolis agent to sell its wheat on commission and that the Company owes him a balance and other items to the total amount named.

Jacob C. Funderbaugh of Pueblo, Colo., has sued the Metropolitan Stock Exchange Company of Colorado for \$300 damages and \$200 attorney's fees. Plaintiff alleges that on September 29, 1898, he bought of defendant 10,000 bushels of wheat at 64 cents and on October 21, 1898, instructed them to sell the same at market price, 66½ cents. In replying to his instructions defendants denied the alleged purchase.

In November last Block, Dean & Co. of St. Louis bought of Gregg Bros. of St. Joseph, Mo., 3,700 bushels of corn, to grade No. 3 or better. Before delivery, the price advanced, and Gregg Bros. bought No. 3 in St. Louis and tendered it as delivery upon the contract. The tender was refused and the case submitted to the Arbitration Committee of the Merchants' Exchange. The question involved was, whether in a trade where a shipper in the country or at some outside point agrees to deliver at St. Louis grain of a certain grade, "or better," he can buy the lower grade in the St. Louis market and deliver it on his contract. It was decided that he could not.

The Copenhagen Board of Trade warns the Newport News Board of Trade against repeating the "calamity" of shipping "mixed corn" to that market, such as was sent last year.

A bill for a law in Nebraska provides for a lien for amounts due for thrashing grain or shelling corn and for the recording of such liens within thirty days of the time the service is performed.

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending with Feb. 12 has been as follows:

January.	NO. 2* R.W. WHT.		NO. 1 NO. P. WHT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 1 N.W. FLAXSEED	
	Low.		High.		Low.		High.		Low.		High.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12.	69 1/2	70	68	68	35 1/2	36	27	27	56 1/2	57	117 1/2	118
13.	71	71 1/2	68	68	35 1/2	36	27	27	56 1/2	57	117 1/2	117 1/2
14.	71	71 1/2	68	68	35 1/2	36	27	27	56 1/2	57	117 1/2	118
15.	71	71 1/2	68	68	35 1/2	36	27	27	56 1/2	57	117 1/2	118
16.	71	71 1/2	68	68	35 1/2	36	27	27	56 1/2	57	117 1/2	118
17.	71	71 1/2	68	68	35 1/2	36	27	27	56 1/2	57	117 1/2	118
18.	71	71 1/2	68	68	35 1/2	36	27	27	56 1/2	57	117 1/2	118
19.	71	71 1/2	68	68	35 1/2	36	27	27	56 1/2	57	117 1/2	118
20.	71	71 1/2	68	68	35 1/2	36	27	27	56 1/2	57	117 1/2	118
21.	71	71 1/2	68	68	35 1/2	36	27	27	56 1/2	57	117 1/2	118
22.	71	71 1/2	68	68	35 1/2	36	27	27	56 1/2	57	117 1/2	118
23.	71	71 1/2	68	68	35 1/2	36	27	27	56 1/2	57	117 1/2	118
24.	71	71 1/2	68	68	35 1/2	36	27	27	56 1/2	57	117 1/2	118
25.	71	71 1/2	68	68	35 1/2	36	27	27	56 1/2	57	117 1/2	118
26.	71	71 1/2	68	68	35 1/2	36	27	27	56 1/2	57	117 1/2	118
27.	71	71 1/2	68	68	35 1/2	36	27	27	56 1/2	57	117 1/2	118
28.	71	71 1/2	68	68	35 1/2	36	27	27	56 1/2	57	117 1/2	118
29.	71	71 1/2	68	68	35 1/2	36	27	27	56 1/2	57	117 1/2	118
30.	71	71 1/2	68	68	35 1/2	36	27	27	56 1/2	57	117 1/2	118
31.	71	71 1/2	68	68	35 1/2	36	27	27	56 1/2	57	117 1/2	118
Feb.—	71	71 1/2	68	68	35 1/2	36	27	27	56 1/2	57	117 1/2	118

*Free on board, switched and delivered.

During the week ending January 20 Prime Contract Timothy Seed sold at \$2.37 1/2@2.42 1/2 per cental; Prime Contract Clover Seed at \$6.75@6.85; Hungarian at \$0.55@0.65; German Millet at \$0.60@1.00; buckwheat at \$0.75@1.00 per 100 pounds.

During the week ending January 27 Prime Contract Timothy Seed sold at \$2.42 1/2 per cental; Prime Contract Clover Seed at \$6.50@6.75; Hungarian at \$0.55@0.65; German Millet at \$0.60@1.00; buckwheat at \$0.75@1.00 per 100 pounds.

During the week ending February 3 Prime Contract Timothy Seed sold at \$2.40@2.42 1/2 per cental; Prime Contract Clover Seed at \$6.35@6.50; Hungarian at \$0.55@0.65; German Millet at \$0.60@1.00; buckwheat at \$0.75@1.10 per 100 pounds.

During the week ending February 10 Prime Contract Timothy Seed sold at \$2.40@2.42 1/2 per cental; Prime Contract Clover Seed at \$6.25@6.50; Hungarian at \$0.55@0.70; German Millet at \$0.60@1.00; buckwheat at \$0.75@1.10 per 100 pounds.

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 18 months ending with January as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1898-99.	1897-98.	1898-99.	1897-98.
August.....	666,420	813,160	978,790	299,108
September.....	1,212,780	696,000	729,806	557,895
October.....	1,140,280	424,560	572,650	373,312
November.....	769,210	671,870	309,824	437,218
December.....	423,980	436,648	281,720	486,379
January.....	513,200	189,080	231,619	162,128
February.....	180,960	.....	.....	88,523
March.....	212,331	.....	.....	156,961
April.....	75,400	.....	.....	37,691
May.....	333,420	.....	.....	174,522
June.....	224,143	.....	.....	251,184
July.....	91,640	.....	.....	197,934
Total bushels.....	4,525,870	4,344,212	3,404,409	3,123,865

Duluth in January handled in bond 87,000 bushels of Canadian wheat.

Akron, Iowa, the other day shipped 37 cars of grain to Minneapolis in one train, equal to 1,143 tons.

Baltimore's January grain exports reached 6,321,069 bushels, of which 4,071,895 bushels were corn.

Chicago January grain receipts were the largest for that month in five years, having reached 29,586 cars.

As spring approaches it seems certain that Texas will plant more corn and wheat this year than ever before.

Des Moines, Iowa, has seventeen grain buying firms, eight of whom operate elevator lines centering in that city.

A grain dealer at Homer, Ill., where the oats had "run out," has been introducing the Arkansas red oats, the seed of which he has been offering at 50 cents per bushel.

San Francisco's shipments of wheat in 1898 were 3,973,536 centals, compared with 9,508,591 centals in 1897; barley, 786,303 centals, against 3,405,832; oats, 28,308 centals, against 23,362; corn, 31,633 centals, against 78,483; rye, 29 centals, against 69,792.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc. at leading receiving and shipping points in the United States for the month of January, 1899:

BUFFALO—Reported by Chas. H. Keep, secretary of the Merchants' Exchange:

Articles.	Receipts.		Shipments.	
	1899.	1898.	1899.	1898.
Wheat, bushels.....	3,541,000	.....	.....	.....
Corn, bushels.....	2,844,000	.....	.....	.....
Oats, bushels.....	931,000	.....	.....	.....
Barley, bushels.....	1,266,000	.....	.....	.....
Rye, bushels.....	423,000	.....	.....	.....
Flaxseed, lb.....	.....	.....	.....	.....
Flour, barrels.....	.....	.....	.....	.....

CHICAGO—Reported by George F. Stone, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1899.	1898.	1899.	1898.
Wheat, bushels.....	2,924,964	1,006,844	849,155	357,542
Corn, bushels.....	13,918,361	8,061,784	5,870,252	3,948,892
Oats, bushels.....	7,040,701	7,882,595	5,121,710	6,645,767
Barley, bushels.....	1,482,450	1,549,512	383,887	471,952
Rye, bushels.....	441,526	241,950	461,838	43,306
Timothy Seed, lb.....	4,978,808	2,584,504	4,396,971	3,346,192
Clover Seed, lb.....	422,058	615,715	1,702,866	1,253,091
Other Grass Seed, lb.....	940,060	628,027	478,427	561,365
Flaxseed, bushels.....	349,600	181,420	87,160	82,085
Broom Corn, lb.....	1,028,723	526,950	527,599	490,011
Hay, tons.....	19,159	23,393	595	772
Flour barrels.....	707,674	312,039	1,089,264	334,573

CLEVELAND—Reported by F. A. Scott, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1899.	1898.	1899.	1898.
Wheat, bushels.....	169,357	178,793	101,999	224,651
Corn, bushels.....	692,628	775,349	384,779	426,164
Oats, bushels.....	413,822	464,715	232,330	196,305
Barley, bushels.....	52,839	66,685	12,625	.....
Rye and other cereals, bu.....	4,252	25,777	15,060	6,934
Baled Hay, tons.....	7,798	4,127	3,533	289
Flour, tons.....	3,446	6,895	1,875	3,032

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1899.	1898.	1899.	1898.
Wheat, bushels.....	76,848	69,015	41,830	45,580
Corn, bushels.....	351,812	400,278	59,848	86,304
Oats, bushels.....	219,081	151,878	90,945	118,916
Barley, bushels.....	133,242	141,325	2,100	795
Rye, bushels.....	61,034	45,102	39,525	17,555
Timothy Seed, bags.....	1,856	2,375	2,784	2,627
Clover Seed, bags.....	3,463	6,035	5,723	5,218
Other Grass Seed, bags.....	4,252	2,726	5,763	5,465
Hay, tons.....	11,063	12,924	8,663	10,572
Flour, barrels.....	249,533	214,689	216,505	190,061

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1899.	1898.	1899.	1898.
Wheat, bushels.....	331,154	169,258	217,050	173,883
Corn, bushels.....	126,992	146,303	163,221	80,274
Oats, bushels.....	63,645	184,482	5,412	24,738
Barley, bushels.....	30,556	180,984	9,540	.....
Rye, bushels.....	34,594	64,811	40,789	56,338
Hay, tons.....	.....	.....	.....	.....
Flour, barrels.....	19,700	23,600	15,700	5,800

DULUTH—Reported by S. A. Kemp, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1899.	1898.	1899.	1898.
Wheat, bushels.....	2,932,073	1,260,641	563,017	234,701
Corn, bushels.....	1,133,015	308,004	2,387	.....
Oats, bushels.....	692,429	554,842	2,188	3,888
Barley, bushels.....	110,144	53,932	129,084	1,420
Rye, bushels.....	123,714	128,061	.....	.....
Flaxseed, bushels.....	103,637	107,538	1,050	.....
Flour, barrels.....	.....	.....	72,105	165,145
Flour production, hbals.....	83,485	182,860	.....	.....

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1899.	1898.	1899.	1898.
Wheat, bushels.....	2,327,000	1,041,950	1,597,700	924,300
Corn, bushels.....	831,750	2,121,750	144,400	1,274,250
Oats, bushels.....	145,000	306,000	133,000	124,000
Barley, bushels.....	6,400	1,600	9,600	1,600
Rye, bushels.....	29,250	39,000	30,550	32,500
Flaxseed, bushels.....	6,500	4,000	3,000	1,000
Hay, tons.....	8,570	7,750	1,300	1,880
Flour, barrels.....	.....	.....	.....	.....

MINNEAPOLIS—Reported by G. D. Rogers, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1899.	1898.	1899.	1898.
Wheat, bushels.....	7,325,050	5,352,510	821,830	793,900
Corn, bushels.....	2,219,360	397,330	741,900	76,220
Oats, bushels.....	1,360,300	1,087,110	772,590	203,720
Barley, bushels.....	157,670	91,530	108,740	24,270
Rye, bushels.....	82,210	53,460	104,070	33,250
Flaxseed, bushels.....	214,980	146,290	55,790	21,300
Hay, tons.....	1,686	2,137	84	176
Flour, barrels.....	15,143	15,555	1,166,887	970,342

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1899.	1898.	1899.	1898.
Wheat, bushels.....	986,000	578,715	287,100	43,665
Corn, bushels.....	912,850	618,150	67,534	14,950
Oats, bushels.....	817,600	1,068,000	626,083	714,359
Barley, bushels.....	859,250	959,510	216,634	349,169
Rye, bushels.....	183,800	162,920	35,900	27,000
Timothy Seed, lbs.....	335,121	24,000	178,210	186,000
Clover Seed, lbs.....	523,377	107,640	1,113,890	175,210
Flaxseed, bushels.....	17,400	10,350	6,960	5,220
Hay, tons.....	2,037	1,457	105	19
Flour, barrels.....	120,350	233,950	198,642	313,146

ST. LOUIS—Reported by Geo. H. Morgan, secretary of the Merchants' Exchange:

Wheat, bushels	688,800	441,000	764,265	773,590
Corn, bushels	2,485,500	3,228,750	1,394,940	2,952,583
Oats, bushels	919,200	955,200	228,510	514,205
Barley, bushels	221,250	192,000	3,720	5,310
Rye, bushels	51,800	56,700	51,370	125,960
Bran, sacks				
Hay, tons	13,860	8,866	4,103	4,485
Flour, barrels	89,720	94,905	120,804	117,476

ELEVATOR

GRAIN NEWS

CENTRAL.

An elevator is soon to be built at Hillards, Ohio.

Rapp & Co. have built a small elevator at Ray's Crossing, Ind.

The erection of an elevator at Paw Paw, Mich., is being talked of.

Trotwood, Ohio, is reported as offering a bonus of \$500 for an elevator.

It is stated that another elevator is to be built at Minden, Mich., this year.

A grain elevator will doubtless be built at Omar Station, Ohio, in the spring.

J. W. Jones, a grain dealer of Prospect, Ohio, has filed papers in bankruptcy.

Edwin Baldwin of Weston will buy grain and live stock at North Baltimore, Ohio.

Turner & Bybee of Mentone, Ind., have established a grain buying station at Burket.

The Waverly Grain Co. is now doing business in its new plant at Waverly, Ohio.

D. C. Kilburg, a Plain City, Ohio, grain dealer, recently filed a petition in bankruptcy.

Johnson & Son, grain merchants of Goshen, Ind., have opened a branch office at Lansing, Mich.

I. A. Adams has purchased and taken charge of J. A. Neal & Co.'s elevator at Bunker Hill, Ohio.

Johnson & Fletcher have purchased the elevator at Green Camp, Ohio, from M. E. Burke of Marion.

David Krietz & Son have purchased property at New Lisbon, Ind., which they will convert into a grain elevator.

James D. Conklin has purchased a half interest in the Rider Grain Company's elevator at Kentland, Ind.

A steel storage tank of 10,000 bushels' capacity is being built at Adrian, Mich., for the Washington Mills.

Farmers and citizens of Mt. Clemens, Mich., have over \$1,800 subscribed toward building an elevator at that place.

F. E. Kelsey & Co. of Millington, Mich., have sold their elevator and banking business to Carson & Ealy of Caro.

F. R. Curtis has leased a piece of ground at Remington, Ind., on which he intends shortly to erect an up-to-date elevator.

The elevator at Elsie, Mich., operated for a number of years by Cooley & Son, has been leased to C. E. Hankins of Ithaca.

M. M. Hobbs, of Hobbs, Ind., has placed his order with Philip Smith of Sidney, Ohio, for machinery for an elevator he is building at that place.

The Miami Maize Co. has purchased a complete outfit of elevating and conveying machinery for its new plant at Greentown, Ind., or the Weller Mfg. Co.

W. C. Beach has withdrawn from the partnership at Plain City, Ohio, known as the Plain City Elevator Co., and the business is continued by M. Worthington.

F. M. Stilwell has his elevator at El Moro, Ind., ready for handling grain. It is furnished throughout with machinery manufactured by Philip Smith of Sidney, Ohio.

The Sheets Bros. Elevator Co. of Cleveland has been incorporated for \$50,000 to deal in feed and produce. Incorporators are: L. S. Sheets, J. Sheets and H. B. Sheets.

It is expected that more grain will be handled this winter through the Flint & Pere Marquette Railway's remodeled elevator at Ludington, Mich., than ever before in the history of winter navigation.

The officers elected for the current year by the stockholders of the Northwestern Elevator & Mill Co. of Toledo, Ohio, are as follows: President, Thomas A. Taylor; vice-president, F. A. Tanner; secretary Rathbun Fuller.

J. E. & H. G. Flynn, who have long been doing business at Converse, Ind., with inadequate facilities, now have a fine new elevator well along toward completion. It was designed by the Western Engineering & Construction Co., and has a capacity of between 12,000 and 13,000 bushels. It

will be operated by a gas engine using natural gas.

E. C. Astley & Son of Grand Ledge, Mich., light their grain elevator with a 50-light dynamo, operated by the gas engine that elevates the grain.

The Weller Mfg. Co. is furnishing machinery, including corn cleaners, to go in the new elevator of Garrison Bros. at Converse, Ind., which has a capacity of 15,000 bushels.

The Goodrich Bros. Hay & Grain Company of Winchester, Ind., are now buying grain at Saratoga, Snow Hill and Stone Station, and buying hay at Farmland, Lynn, New Castle, Saratoga and Winchester.

The Winchester Milling Co. of Canal Winchester, Ohio, has under construction one of the most complete elevators in the central states, after plans furnished by Philip Smith of Sidney, Ohio, and using his machinery throughout.

The Indiana, Illinois & Iowa R. R. Co., it is said, will build a transfer elevator at Knox, Ind., where the "Three-I" crosses the "Nickel Plate." The house will have 100,000 bushels' storage capacity, and will contain machinery for cleaning and grading grain for the Eastern markets.

James and Arthur Wellington, Anderson, Ind., formerly of the milling firm of Wellington, Schalk & Co., are now operating an elevator there, and also handling flour. James Wellington has a half-acre of land and about March 1 will commence the erection of a 30,000 bushel elevator and a grist mill.

The East Side Elevator Co. of Toledo, Ohio, recently enlarged their elevator. They raised the cupola, lengthened the elevator legs, putting in new drives for same, and also new drives for the belt conveyor. The machinery for the various changes was furnished by the Skillin & Richards Mfg. Co.

Willard E. Hurd recently purchased the old Johnson grain warehouse at Logansport, Ind., he having operated the house under lease since July, 1897. This house has an interesting history of half a century—particularly interesting when related by Mahlon Conover, who has been employed in it for over thirty-two years. He relates a bit of its history as follows: "It was built in 1849 by Israel Johnson & Sons, who conducted the business until 1869—twenty years. Then it was run by William H. Johnson until 1892, when he died, its ownership and management then passing to John F. Johnson. He conducted it until May of 1897. Mr. Hurd rented it and assumed charge July 1 of the same year, and now he owns it. When I came here we had one small elevator, a blind horse for power, and measured our corn in a 2½-bushel tub. Now we have five elevators, a 25-horse power engine, and can shell 400 bushels of corn an hour. The canal from Toledo to Vincennes used to run just out there, west of the corn dump, but it has disappeared before our swifter civilization."

ILLINOIS.

Hazen & Parsons is a new grain firm at Philo, Ill.

It is rumored that another elevator will be built at Blandinsville, Ill.

R. J. Riley & Co. have a new elevator at Symerton, Ill., well under way.

A. Whitaker & Son of Monarch will soon erect an elevator at Padua, Ill.

Rufus Keator of Paxton, Ill., has engaged in the grain business with Wm. Bruyn.

The Grant Park Hay & Grain Co., Grant Park, Ill., built a 3,000-bushel corn crib last month.

John C. Koehn recently installed an 8-horse power gasoline engine in his elevator at Dauforth, Ill.

Johnson & McGirr, the Elva, Ill., grain dealers, have recently added largely to their crib capacity.

Alva Deffenbaugh has purchased land at Monarch, Ill., on which he intends to build an elevator.

The grain firm of Cook & Greenwood, Cabery, Ill., has been dissolved. Mr. Cook continues the business.

The safe in Hilton's grain office at Symerton, Ill., was blown open one night last month and \$150 taken.

Farmers in the vicinity of Mason City, Ill., are being canvassed for subscriptions for a farmers' elevator.

J. R. Williams has sold to A. M. Means his interest in the grain firm of A. M. Means & Co. at Anchor, Ill.

The Great Western Distillery at Peoria, Ill., has a 125,000-bushel elevator, and it is stated that they intend to build a boat on the river bank op-

posite, with facilities for handling grain from barges at all times when navigation is open.

Ed. Gleasman has engaged in the grain and stock business at Rockton, Ill., with E. S. Waite Jr.

Chas. Merritt, recently of Ohio, Ill., has purchased an interest in Geo. L. Merritt & Co.'s elevator at Roberts, Ill.

Citizens of Rankin, Ill., are trying to organize a local stock company to build an elevator and start a bank.

A. K. Wick of Round Grove, Ill., has placed a Charter Gasoline Engine in his elevator, replacing the horse power.

It is reported that the elevator which burned at North Henderson, Ill., some months ago, will be rebuilt this spring.

A 10,000-bushel elevator is to be built at Chesterville, Ill., of which Frank W. Clisby of Arcola is to be the owner.

Mr. Burks of Bement has sold his interest in the elevator at Milmine, Ill., and the firm is now Hay & Stackhouse.

The Crocker Grain Co. has sold its dump and grain business at Birkbeck, Ill., to the Middle Division Elevator Co.

The Sheldon Elevator Co. stockholders held their annual meeting at Sheldon, Ill., on February 6, and a dividend of 6 per cent was declared.

The Nelms-Heye Grain Co. of Bath, Ill., has been incorporated by John E. Nelms, Henry H. Heye and H. R. Northrup. The capital stock is \$5,000.

The Hess Warming & Ventilating Co. of Chicago is building a No. 6 5,000 to 75,000 bushel Hess Grain Dryer, to go in the Santa Fe Elevator at Chicago.

Bartlett & Co. of Peoria are building an elevator at Eleamor, Ill. The main building will be 20x28 feet, and a separate power house will be erected.

The Middle Division Elevator Co. of Chicago is rebuilding its recently burned elevator at Saunemin, Ill. It will have a capacity of 25,000 bushels.

The debris of the Wilcox Elevator at Milford, Ill., is being cleared away, and it is expected that the recently burned house will be rebuilt at once.

Fred W. Keeney and J. B. Little have leased O. L. Gray's elevator at Watseka, Ill., and will operate it under the firm name of Keeney & Little.

John Gifford is building a new elevator at Gifford, Ill., and has placed the order for the machinery equipment with the Skillin & Richards Mfg. Co.

Levi G. Blair, a grain buyer and merchant of Rio and Knoxville, Ill., has filed a petition in bankruptcy. His liabilities are stated as \$13,645; assets, \$3,167.53.

J. T. Davidson and J. C. Collins have accepted plans for a 12,000-bushel elevator, which they contemplate building soon on the Big Four at Champaign, Ill.

The Weller Mfg. Co. is furnishing the machinery for a marine leg and two sack elevators, to go in the Advance Elevator Co.'s grain elevator at East St. Louis, Ill.

Marcellus Pease has leased a mill property at Harvard, Ill., and will fit it up for a grain elevator. He will put in a gasoline engine, grind feed and sell coal as well as buy grain.

Mr. Joseph Ulrey of La Place, Ill., informs us that we were in error last month in stating that he had sold his elevator to D. D. Fouts. Mr. Fouts only became business manager of the house.

J. B. Carson has completed a new 15,000-bushel grain elevator at Perdue, Ill. The complete machinery equipment, including a gasoline engine, was supplied by the Weller Mfg. Co. of Chicago.

The Central States Grain Co. has been incorporated at Chicago to do a grain commission business. The capital is \$50,000. The incorporators named are Martin A. Mayo, J. H. Goodman, C. L. Beaugry.

The Galva Grain Elevator Co., Galva, Ill., has been incorporated with a capital stock of \$10,000. The incorporators are: S. P. Johnson, John Miller and C. W. Potter. An elevator will be built in the spring.

The Middle Division Elevator Co. of Chicago contemplates improving and enlarging its transfer elevator plant at Champaign, Ill. It is also stated that formal application will be made for the appointment of a state grain inspector at Champaign.

The Dodge Mfg. Co. of Mishawaka, Ind., has installed a complete outfit of machinery in the Peavey Grain Co.'s annex to its elevator at South Chicago. The machinery included a cross conveyor running from the annex to a marine tower, with

54-inch belt, carrying grain both ways. The company also furnished the complete equipment for the marine tower, including marine leg, cross-head winch and pusher. The Barnett & Record Co. was the contractor and D. A. Robinson the engineer.

Farmers have incorporated the Wheatland Elevator Co., Normantown, Ill., with a capital stock of \$12,000. The incorporators named are Thomas Stewart Jr., Geo. W. Schmidt and James Clow. It is said they will either purchase Marsh & Wood's elevator or erect a new one.

The elevator of Rosenbaum Bros. at Chicago, Ill., was recently put in operation. Owing to the large amount of business done it was found necessary to make additions to the machinery. New elevators and rope drives are being furnished by the Skillin & Richards Mfg. Co.

The La Rose Grain Co., La Rose, Ill., who now have a capacity of 135,000 bushels at La Rose, besides houses at other points, inform us that they expect to make an improvement in the spring by painting their entire plant, consisting of three elevators, coal sheds, lumber sheds, etc.

L. T. Hutchins & Co., who had \$18,000 worth of grain in the Wilcox Elevator at Milford, Ill., received the full amount of their insurance, \$16,000. They purchased the damaged grain for something like \$4,000. W. G. and E. S. Barron received \$4,370 on their \$4,500 insurance on the building, the salvage being estimated at \$130.

Hagener Bros. recently sold their grain and lumber business at Beardstown, Ill., to three gentlemen of that place, who will incorporate under the name of the Beardstown Grain & Lumber Co. The capital stock will be \$20,000, held by the following gentlemen: L. W. Pilger, who will have charge of the grain business; Z. H. Sexton, who will have charge of the lumber yard, and J. F. Duval, who will have charge of the books. In addition to the elevator and lumber yard at Beardstown, the company owns houses at Hagener, Arenzville, Concord and Browning, having a total capacity of 80,000 bushels.

EASTERN.

Holbrook & Wiley have opened a grain store at Wellfleet, Mass.

Webster Tharsher has opened a grain and feed store at Claremont, N. H.

A. W. Terry has sold his grain business at Palmer, Mass., to Smith & Co.

Smith & Dearborn have moved into their new grain store at Belmont, N. H.

Mr. Poole has retired from the grain firm of Tibbetts & Poole, Boothbay, Me.

The grain and milling firm of Crowell & Dorr, Newton, Mass., has been dissolved.

Hussey & Goldthwaite of Guilford, Me., recently purchased A. R. Maxfield's grain business.

W. M. Jenkins & Co., the Exeter, Mass., grain merchants, have opened a grain store at Durham.

M. Henry Arnold has sold out his interest in the grain firm of Sykes, Hodge & Arnold at Athol, Mass.

Ferdinand Dupres has opened a grain, hay and coal store, and also a branch store, in Haverhill, Mass.

The Western Transit Line is overhauling its City Elevator at Buffalo, N. Y., and increasing its handling capacity.

Jaqui & Co., Morristown, N. J., are about to erect a 50-foot smokestack to the engine house at their elevator plant.

L. Sidney Atwood will continue the grain and grocery business of his father, the late Levi Atwood, at Chatham, Mass.

C. D. Holbrook of Palmer, Mass., is putting up a building in Thorndike, where he will open a branch grain store.

Wm. P. Faye, dealer in hay and grain at Lowell, Mass., made a voluntary assignment last month. Liabilities \$32,895; assets, \$20,985.

Hiram C. Crowell has purchased the shoe factory building at West Dennis, Mass., and will conduct in it a large hay and grain business.

Water R. Willets, New York City, is continuing the wholesale grain and feed business of Titus, Wells & Willets, under the old name.

Geo. E. Moore has succeeded to the grain business of the late E. H. Shaw at North Chelmsford, Mass. Myron Queen will manage the store.

Chas. A. Crittenden has retired from the grain and flour firm of Hayes & Crittenden at New Haven, Conn. Edwin A. Hayes will continue the business.

The American Products Company has been incorporated at Jersey City, N. J., with a capital stock of \$100,000. It will deal in all kinds of cereals and

other products. The incorporators are Chas. N. King, R. P. Ryan, and A. McMahon of Jersey City.

The following have been elected as directors of the Sodus Bay Elevator Co., Rochester, N. Y., for 1899: E. H. Harriman, E. M. Parrott, Wm. W. Webb.

Mackenzie & Winslow have plans prepared for an 80,000-bushel elevator which they expect to build in the spring at Fall River, Mass., to replace their burned house.

C. S. Robbins, dealer in grain, flour and feed at Amityville, Long Island, was compelled to assign last month on account of having been too liberal in giving credit.

Bailor's Grain and Bean Elevator at Mt. Morris, N. Y., is now completed. It has a capacity for 20,000 bushels and is equipped with an 8-horse power engine, cleaners, etc.

SOUTHERN.

The Britton Lumber & Grain Co., Britton, Texas, sold out its business last month.

The Jonesboro Roller Mill Co. expects to build a 50,000-bushel elevator at Jonesboro, Ark.

Julius Norton, Baird, Texas, has sold his grocery and grain business to D. W. Wristen & Co.

R. M. Harrel & Co. of Cale, Tex., are preparing to build a large hay and grain storage house at that place.

The Galveston Wharf Company, Galveston, Tex., contemplates the erection of another large elevator there.

It is reported that D. B. George of Champaign, Ill., will build a grain elevator at Hall's Station, Tenn.

R. H. Poole has purchased the interest of his partner, R. P. Keith, in the wholesale and retail grain business at Cleburne, Tex.

The newly incorporated New Basin Elevator, Warehouse & Manufacturing Company of New Orleans, La., is arranging for the erection of a 50,000-bushel elevator.

There is some talk of an elevator being built at Sabine, Pass, Texas, by the Sabine Land & Improvement Co. and the railroad at that point. It is hardly likely, however, that this will be this year.

The New Basin Warehouse, Elevator & Mfg. Co., Limited, has been incorporated at New Orleans, La., with a capital stock of \$50,000. The incorporators are: B. F. Glover, president; John I. Glover and A. F. Leonhardt.

IOWA.

Tiffin, Iowa, may soon have a new elevator.

Pease Bros. of Des Moines are about to build an elevator at Rands, Iowa.

The elevator at Mount Hamil, Iowa, was sold at sheriff's sale recently to Sam B. Floyd for \$1600.

Bellmer Bros. of Dewar have purchased the Dunkerton, Iowa, elevator and are refitting it.

W. H. McLeod is the successor of McLeod & Cook in the grain business at Williamsburg, Iowa.

Culbertson Bros. have succeeded Fobes & Culbertson in the grain, coal and tile business at Glidden, Iowa.

The grain firm of Hill & Heitzman, at Holstein, Iowa, has been dissolved and Mr. Hill continues the business alone.

Olsen Bros. have purchased a half-interest in the elevator and grain business of W. H. Richard at Ellsworth, Iowa.

The farmers about Kensett, Iowa, are said to be talking of building an elevator there on the cooperative plan.

Joseph Funk will soon overhaul his elevator at Blanchard, Iowa, and put in a new shell and also a gasoline engine.

Hennings & Haggie of Ogden have purchased a site at Beaver, Iowa, on which they will soon commence the erection of an elevator.

Dean & Milligan have leased the elevator at Tipton, Iowa. Mr. Milligan will have charge of it, assisted by J. C. Leatherby as buyer.

The Luce Grain Co. of Minneapolis has expressed its intention of rebuilding its elevator in the Great Western yards at Dubuque, Iowa.

The Dodge Manufacturing Company of Mishawaka, Ind., is furnishing the machinery outfit for the Peavey Grain Co.'s new 1,500,000-bushel grain elevator at Council Bluffs, Iowa. The contractors

were William Goldie & Sons. D. A. Robinson was the engineer.

J. H. Murphy has sold a half interest in his grain business at Parnell, Iowa, to M. Dwyer. The firm is now Murphy & Dwyer, and is doing a good business.

The D. K. Unsicker Co. of Oskaloosa has let the contract for an elevator at Butler, Iowa. This company owns two other elevators on the Iowa Central, at Fremont and Wright.

Pohl & Johnson, Hampton, Iowa, who lost their elevator by fire recently, have cleaned off the site and expect to rebuild next summer. In the meantime they are loading direct into cars and also through their small elevator.

Kruse & Dunn of Swea City have purchased the L. L. Lawrence elevator at Armstrong, Iowa. Mr. Dunn will take charge of the elevator at Armstrong while Mr. H. N. Kruse will remain in charge of the elevator at Swea City.

WESTERN.

The new elevator at Mosca, Colo., is in operation.

O'Farrell & Jones, grain buyers at Creston, Wash., have dissolved partnership.

The Southern Mercantile & Grain Co. of San Francisco has incorporated with a subscribed capital of \$90,000.

The Bozeman Milling Co., Bozeman, Mont., has set aside \$2,500 to be used in increasing its elevator capacity.

The Alliance Warehouse at Ritzville, Wash., has declared a dividend of \$1,000 for 1898, and one-half cent per bushel for wheat received.

Frankenheimer Bros., Stockton, Cal., have incorporated to deal in real estate, grain, and agricultural products, operate warehouses, etc. The capital stock is \$90,000.

Ronaldson Bros., who were burned out last November, have moved into a capacious new warehouse at Golden Gate, Cal., where they will carry on a grain, hay, feed and coal business as before.

The Farmers' Elevator at Heoper, Colo., is nearly completed. It is 40x60x70 feet high and has a capacity of about 125,000 bushels. The farmers who are stockholders are said to hold enough grain at present to fill the house.

The Pacific Coast Grain & Seed Cleaning Co. has been organized at Walla Walla, Wash. Ground has been purchased and a contract for the buildings let. About 175,000 feet of lumber will be used. It is said that a total of about 60 men will be employed.

Hiestand, Warner & Co. of San Francisco, Cal., were the highest bidders for the burnt wheat from the Farmers' Friend warehouse at Genesee, Idaho. Of the 55,000 bushels of wheat in store at the time of the fire, not more than one-fifth is a total loss, and as a good price was secured, those who were uninsured will be far from suffering a total loss.

NORTHWESTERN.

B. C. Young has sold his elevator at Ronneby, Minn., to G. O. Helvig.

A. A. Truax has purchased D. L. Fitzgerald's grain business at Emery, S. Dak.

It is reported that the Cargill Co. will build an elevator at Edgerton, Minn., this year.

The Nye-Jenks Grain Co. is making extensive repairs to its elevator at Washburn, Wis.

The Bagley and the Douglass Elevators at Webster, S. Dak., have been closed for the season.

There is a movement on foot among the farmers of Rice, Minn., to organize an elevator company.

W. F. Smith is the successor of Smith & Baumgartner in the grain business at Fennimore, Wis.

The Osborne-McMillan Elevator at Eden Valley, Minn., was closed for the season early last month.

A 10,000-bushel elevator will doubtless be built in the spring by the Warwick Cole Co. at Oshkosh, Wis.

Dell Rapids, S. Dak., expects an elevator to be built there this year by McCaill, Webster & Co. of Minneapolis.

Subscriptions for stock in a proposed farmers' elevator company at Dempster, S. Dak., are being secured in that section.

James W. Hood of Worthington leased Wm. Lockwood's elevator at Edgerton, Minn., and took possession on February 1.

A temporary organization has been effected at New Paynesville, Minn., looking toward the incorporation of the Farmers' & Merchants' Elevator

Co., with a capital stock of \$10,000. H. K. Hill is secretary of the temporary organization.

It is reported that a 10,000-bushel elevator is to be built at Mankato, Minn. The projectors have not yet disclosed their names.

The erection of a farmers' elevator at Fisher, Minn., is being agitated. J. B. Merrill is taking an active interest in the matter.

The Northern Grain Co. will probably build an elevator on the south side in Manitowoc, Wis., this year to accommodate the local business.

Jargo & Halvorson, known as the Hardwick Elevator Co., Hardwick, Minn., have dissolved partnership. Mr. Jargo continues the business.

Geo. Cordes has leased his elevator at Marion, Wis., to the H. E. McEachron Co. of Wausau. Mr. Cordes will act as the agent for the company.

The Imperial Elevator Co. closed its house at Church's Ferry, N. Dak., early last month, on account of lack of business for the balance of the season.

T. J. Owens has retired from the grain and fuel firm of Owens & Perry at Aberdeen, S. Dak., leaving E. G. Perry as the sole proprietor of the business.

The farmers in the vicinity of Milnor, N. Dak., are organizing with the expectation of building a flouring mill at that place, and an elevator at Delamere.

Frick & Van Osdel, dealers in live stock at Yankton, S. Dak., have leased a piece of ground on the Great Northern, near Mission Hill, and will at once build a 20,000-bushel elevator.

Farmers around Minneota, Minn., have an elevator company organization about perfected, and it is said that sufficient stock is already subscribed to insure the erection of an elevator.

A movement among the farmers tributary to Mazeppa, Minn., is well under way toward complete organization for the purpose of building and operating a farmers' elevator there this year.

A co-operative grain company has been organized at Taunton, Minn., with O. H. Esping as president and E. H. Cartseus as secretary. The company is capitalized at \$12,000, with shares at \$10 each.

The Pine Island, Minn., Farmers' Elevator Co. has elected the following officers for the current year: President, C. R. Miller; vice-president, James Deveney; secretary, S. D. Townsend; treasurer, L. F. Irish.

The Missouri Valley Milling Co., Bismarck, N. Dak., will receive sealed proposals for the erection of a grain elevator building, up to 1 p. m. on February 20. Bonds in the sum of \$3,500 are asked from bidders.

The Farmers' Alliance of Minnesota contemplate the erection of a large terminal elevator at Superior, Wis., this season. Elick Olson, the organizer of the Alliance, has been looking over sites in Superior recently.

Joseph R. Lilley & Sons of Blaine, Ill., have purchased the grain elevator of J. B. Wise at Sharon, Wis., and took possession on February 1. Later they purchased the grain and coal business of L. S. Arnold at the same place.

The Farmers' Elevator Association of Kenyon, Minn., at its annual meeting last month, elected the following officers: President, O. F. Henkel; vice-president, W. R. Collister; secretary, A. T. Kjos; treasurer, C. L. Brusletten.

The farmers of Castlewood, S. Dak., are soliciting stock subscriptions for building an elevator and are meeting with such success that the organization of an elevator company and the building of an elevator seem certain.

Christopher Kriesher, who last December assaulted and robbed Jesse Kilpatrick, a grain buyer at Altona, Moody County, S. Dak., has been captured at Bloomberg, Pa., and will be brought back to South Dakota for trial.

The fifth annual meeting of the Farmers' Mercantile Elevator Co. of Zumbrota, Minn., was held last month. The secretary's report showed that \$117,478.75 worth of grain was handled at an expense of \$2,663.93. The net profit to the company was \$2,665.50 on a capital of \$3,940.

Joseph Duvall's elevator at Kewaunee, Wis., occupied by the Kewaunee Grain Co., is to be enlarged and improved in the spring. An addition, 33x45x55 feet high, will be built, giving the entire plant a capacity of 60,000 bushels. A gasoline engine and improved machinery will be added.

The stockholders of the Farmers' Elevator Co., Faribault, Minn., held their annual meeting last month and re-elected the old board of directors. The business of the past year was declared to have been satisfactory to the farmers and the business

men of Faribault, and that the affairs of the company should be put on a solid basis for this year.

The Moulton-Starrett Co. of Chicago is building an addition to the Consolidated Elevator Company's Elevator "E" at Duluth, Minn., into which will be installed a No. 6 Hess Grain Dryer, having a capacity of 500 bushels an hour. This 600,000-bushel addition will give the company a combined capacity of 1,500,000 bushels.

MISSOURI, KANSAS AND NEBRASKA.

L. J. Bailey will build an elevator at Claffin, Kans., this spring.

Turner & Brenner have put a new engine in their elevator at Carroll, Nebr.

Mehler Adam, Russell, Kans., has sold his grain business to W. H. Morrisou.

The Omaha Elevator Co.'s elevator at Osceola, Kans., is undergoing repairs.

The elevator at Burress, Nebr., is now the property of A. Koehler of Geneva.

It is reported that the Duff Grain Company will soon build an elevator at Brock, Nebr.

Several cars of wheat from Wyoming have been on the market at Kansas City recently.

The grain and live stock firm of Connor & Bausfield, Auburn, Nebr., has been dissolved.

The Farmers' Elevator at Jefferson City, Mo., has been completed and is now doing business.

Taylor & Coleman have succeeded Baumgardner & Harper, grain dealers at Denison, Kans.

James Sheeraw expects soon to remodel an old mill at Bennington, Kans., into an elevator.

Rundberg & McLain now own the west elevator at Oug, Nebr. It is under the management of Wm. Rundberg.

The Pond Creek Mill & Elevator Co. of Hutchinson, Kans., and Pond Creek, Okla., has incorporated with a capital of \$30,000.

A. C. Thompson and E. W. Robinson have engaged in the grain business at Kahoka, Mo., in the elevator owned by Mr. Thompson.

Seheuck & Co. of Pawnee City, Nebr., have a 15,000-bushel elevator at Bellaire, Kans., nearly completed. Chas. Isom is the local manager.

McReynolds & Co. of Chicago have leased the Langenburg Elevator at St. Louis, Mo., through which they expect to do an export business.

P. D. Smith's 40,000-bushel elevator at St. Edward, Nebr., is being pushed to completion. The motive power will be a 21-horse power gasoline engine.

The Iowa Development Co. has purchased the Harroun Elevator at St. Joseph, Mo., for \$22,500. It is stated that W. H. Harroun will continue to operate the property.

B. B. Joffee, in connection with some Cincinnati capitalists, is considering the matter of establishing a distillery at Kansas City with a daily capacity of 1,000 bushels of corn.

Kramer Bros., of the Aetna Mills, Wellington, Kans., expect to build a 100,000-bushel elevator in the near future. This will give them a total storage capacity of 170,000 bushels.

The storage capacity of the Merchants' Elevator at Kansas City, Kans., is being enlarged to 65,000 bushels. The transfer capacity of the remodeled house will be about 35 cars per day.

The old elevator on the Santa Fe tracks at Caldwell, Kans., which has been shut down for several years, is undergoing repairs preparatory to being opened for business by J. H. Ball.

The Farmers' Grain and Stock Company of Keenesaw, Nebr., elected the following officers for this year: Geo. W. Wolcott, president; Henry Currier, secretary and L. W. Parmeter, treasurer.

Cyrus Wilhelm, a farmer and grain dealer of Mt. Hope, Kans., on January 28 filed a petition in bankruptcy, showing liabilities of about \$6,000 and assets which, aside from some mining stock, amount to less than \$300.

It is reported that W. W. Culver, the retiring chief grain inspector of Kansas, contemplates the erection of a large elevator at Kansas City. Also that Harroun Bros. will build one there in connection with their cereal mill.

CANADA.

James Ward will build a grain elevator at Chesley, Ont.

The city of Belleville, Ont., has had a white elephant on its hands in the shape of a large elevator. It has therefore disposed of the same to H. Corby,

M. P., for the sum of \$6,000. Mr. Corby will probably enlarge and improve the property.

Elevator A at Fort William, Ont., has added two new grain cleaners of large capacity.

It is said that the Kingston Elevator & Transit Co. has asked the city of Hamilton for a bonus to build an elevator there.

It is reported that an elevator will be built at Ridgetown, Ont., by a Mr. Cawthorpe of Thamesford. Its capacity will be 35,000 bushels.

Farmers have incorporated the Farmers' Union Elevator Co., Limited, with a capital of \$10,000. They will erect an elevator at Gretna, Manitoba, and make that their chief place of business.

OUR DUTY TO OUR ASSOCIATION.

[A paper read at the annual meeting of the Kansas Grain Dealers' Association, held at Topeka, Jan. 11-12, 1899, by L. Cortelyou of Muscotah, Kans.]

This magic word, Duty, should fill a very important place in the consideration of our relations with each other and as members of our Association. It is so easy to be able to see what is the duty of others, but when we consider our own duties we are often willfully blind. Should we be like the physician, able to heal others and not ourselves? No; let us first perform the duty we owe ourselves and to our Association, and then we can hope to point the way to others. Before we criticize others, let us first criticize ourselves.

Only two years ago this Association was first organized, and at our meeting here, just one year ago, with a total membership of about 160, our Secretary prophesied we would have four hundred members before the end of 1898. Did we believe this? I am free to say that while I hoped it would be so, still I doubted it, and am surprised at our wonderful growth and success. How many empires have existed that rose, flourished for a time, and then fell into decay? This has been a matter of history and shall it be our history? Shall our Association meet with a like fate? We hope and believe not. You will agree that we have arisen from the smallest beginning until we are really astonished ourselves at the extent of our power and the glory of our success; and shall to-day be the turning point that leads on the downward road to decay and disintegration, or is it only one of the milestones that mark the way to a still greater success and to the enlarging of the scope of our power for good as an association?

Gentlemen, this lies only and altogether with the members of this Association. You may elect whom you will as your officers, and they may give as much of their time and energy as they will, or are capable of, yet the measure of success that will attend the Association through this and the coming years will be just as full as the members shall make it. It lies in your power, and yours alone, to make it a still more glorious success. Let each one of us ask ourselves, "What has the Association done for us?" What has it done for the grain trade of the state of Kansas in its two years of existence? What is the country grain dealer's position in the trade as compared to that of two years ago? I ask you all to consider this well, and, looking back to that time, may you realize one thing fully, and that is, that you are a debtor to this Association. A debtor from the fact that through this Association you now have a very much better state of affairs existing among yourselves and a more generous recognition abroad.

Now, if this Association has accomplished any good, has benefited its members, and you cannot help but acknowledge it has, then it is your creditor and you owe it something. In this way we are all made debtors to the Association. We are debtors, gentlemen, not only in money, which we are called upon to pay as dues to furnish "sinews of war," and which is but a small part of the debt, but we are debtors in a higher and a nobler sense. We have a duty to perform in our relations to our Association, and as long as that duty in any part remains unperformed we have failed to pay our debts. We can only pay this debt by duty done, as it appears or is shown to us, and that promptly and cheerfully and fully. We know that our intentions are good, but these intentions are of no use to anyone unless completed into actions.

Now, what do we owe in the way of duty to the Association that we ought to pay? First, we owe a more complete and comprehensive way of doing our own business, ever remembering that this will better qualify us to be good members of the Association. We are, too many of us, careless in our business methods, even to the verge of criminality. We ought to realize that we cannot do business except on business principles, and if these principles are not followed we cannot make our business a success. This development in business methods we not only owe to ourselves but to our Association, and this very development makes us better business men, better citizens, and better members of

the Association. Our duty is to stand to, and abide by, all the laws, rules, and regulations of our Association, not only in letter but in spirit. All know there are certain implied rules that are to govern us in our association with each other, and which we should all follow. I refer to the methods of conducting our business as it relates to our competitors in our town or in adjoining ones; and right in this line we can realize the good this Association has already accomplished.

We owe a duty to the different lines of work carried on by our Association, and it is our duty to do all we can to make these successful. In the success of the different lines of work, be they ever so trivial in our estimation, lies the secret of our success as an Association. We are judged by what we accomplish, and we can accomplish nothing but by close attention to these things. This, gentlemen, leads up to the most important line of work this Association has ever undertaken. I refer to our check-weight system. The needs of this system, and the way in which many of our members have neglected their duty to this system and to the Association, is the keynote to this address of mine. Our check-weight system has been a success, and you who have had any experience with it will, I know, acknowledge this; and yet there is much lacking, and the one most important thing lacking it is in your power to give us. We have established this system for the benefit of the shippers, and yet the shippers are handicapping our work by failing to give us a little information. We have a record in our office in Kansas City of every car of grain checked since our check-weight bureau was organized, and that record is and always will be incomplete, unless we get the shippers' names and weights of contents of car. Remember, gentlemen, that when this part of the record is missing the most important data of all are lacking. We are unable, for the lack of this little information, to establish the one thing we have started out to establish, and that is, a comparison between the shippers' and the terminal's weights. This record book of ours, if thus completed, would be a very valuable one and entirely worthless without. Cannot this be made one of our duties to the Association, so that every one of us who ships a car of grain to Kansas City will send a shipping notice to our office there? I wish you could realize how you are crippling the work of the Association by not doing so.

Again, it is our duty to resist wrong just as much as it is to do right. If we are wronged by or in any market in the way of short weights, wrong inspection, or in any other matter, it is our duty not to quietly submit to what we may deem to be the inevitable, but to do all in our power to right the wrong. We will say we cannot do anything to correct the evil. Possibly not, alone; and if not, then it is our duty to let others know it, so that they may avoid the same evil. If these things come up in our business, let us advertise them through the secretary of our Association, and then if they cannot be corrected, they can at least be known, and thereby avoided. This is surely a duty we owe.

We owe the duty of attendance at all meetings of our Association as far as lies in our power. The business of the Association naturally falls on a few, yet it is absolutely necessary that a majority of the members should sanction the acts of your officers and your attendance at our stated meetings is absolutely necessary. Do not shift the responsibility upon someone else, but let each and every one bear his own share of the burdens.

"In the world's broad field of battle,
In the bivouac of life,
Be not like dumb, driven cattle,
Be a hero in the strife."

Let us all be heroes, loyal and true to our Association and its work, giving it our hearty support in all things so far as lies in our power. This is a summing up of our duty.

Shortly after the Civil War, a small child's paper was published, called the Little Corporal. Its motto was, "Fighting against wrong, and for the good, the true, and the beautiful." Let us take this for our motto; and if this essay of mine shall raise the standard of duty in the minds of you members of this Association, it will have done its mission; and as one of your officers, and more intimately connected and acquainted with the work and needs of the Association than most of you, I may confidently predict for you a still greater degree of usefulness, and a more marked advance in prosperity than any you have yet experienced.

The German bugologists who have been industriously discovering "bugs" in pretty much anything and everything from America, in the way of food, have lately discovered a germ on timothy which they say resembles tubercle bacillus; and "they fear" that cows would get consumption from feeding on that grass or hay. The German bacteriologist is a great man—a very great man. It's a pity he insists on making such a goose of himself so very often.

Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Cannot Take Judicial Notice of Value of Grain.

The Supreme Court of North Dakota declares, in the late case of Towne against the St. Anthony & Dakota Elevator Company, 77 Northwestern Reporter, 608, that it cannot judicially notice the value of grain at a given date, even where the evidence shows its value at a date two weeks prior to the date in question; and that while it is obvious that it cannot take judicial notice of the market price of wheat at any particular date, it is especially so at a date more than three years prior to the trial of a case in that court.

When Courts Will Correct Mistakes in Mortgages.

To prevent injustice, courts of equity will reform or correct mortgages and other written instruments to obviate errors mutually made. They will also interpose without reluctance, the Supreme Court of South Dakota says, where there is a mistake by one of the parties, occasioned by the fraud of the other, in the execution of a mortgage or contract with a knowledge that the party dealing with him is thereby mistaken with regard to some of its essential terms.

Here there was a mortgage that had been executed on certain described live stock, together with "all crop, of every kind, name, nature and description, to be sown, grown, harvested, or cultivated," during a term of three years, "or until said debt is fully paid," on a certain described quarter section of land; "being 160 acres under cultivation, and now ready for crop." But some time after the mortgage was given the mortgagor told the party to whom he gave it that he had given him a mortgage on a piece of land and that he thought he was smart, but that he, the mortgagor, had fooled him that time by giving him the wrong description and that he would like to see him get that crop.

Mutual mistake of the mortgagor and mortgagee was alleged in the complaint but it was expressly denied in the answer. Mistake on the part of the mortgagee and fraud on the part of the mortgagor, however, was proved by uncontroverted evidence, in the line of what has already been quoted. Under such circumstances, the court holds, McCormick Harvesting Machine Co. v. Woulph, 76 Northwestern Reporter, 939, a court of equity will grant relief consistent with the mortgagee's petition, and thereby prevent the mortgagor from taking advantage of his own wrong.

Bound to Repay Money Received on Worthless Check for Grain.

A North Dakota woman owning a farm rented it out on shares, she to receive one-half of the grain grown upon it. As the grain was thrashed in the fall it was shipped without division, and the returns when received were divided equally between her and her tenant, he attending to the shipments and bringing her share of the money to her as received from each individual shipment.

When the tenant received a check for \$412 for a car of grain shipped to Duluth, he indorsed it and cashed it at the local bank, paying over \$206 to the owner of the farm, exacting from her a promise to repay it in case the check returned unpaid. Unfortunately, the check was worthless and came back protested for non-payment. Thereupon the cashier of the bank and the indorser of the check called upon the woman and induced her to pay the cashier the \$206 she had received for her share of the car of wheat. Repenting afterward of this, she sued the bank to recover the sum of \$206, alleged to have been obtained by it from her by fraud, consisting of false representations, threats and menaces.

The trial judge directed a verdict in favor of the bank and the woman appealed to the Supreme Court, only to have the latter affirm the judgment of the lower court. (Krumpholtz vs. First State Bank of Hankinson, 76 Northwestern Reporter, 995.) After a careful consideration of the evidence and all the circumstances in the light of the legal obligations of the parties, the Supreme Court expresses itself of the opinion that the plaintiff's contentions were not supported. It says that the test was whether the bank had \$206 of her money which "in equity and good conscience it ought to repay?" It thinks not; and it says nothing on the subject of the woman's promise to repay.

The Supreme Court says that the man who indorsed the check was liable to the bank for the entire \$412 received from it, one-half of which he had given to the plaintiff and which she then had, and she was not only morally but also legally bound to repay him. In his presence and with his presumed assent, she paid to the cashier for the bank the \$206 she had received from him, thus discharging her liability to him by paying one-half of his liability to the bank. Had this adjustment not been made, the bank would have had its action against

the indorser of the check for \$412, and he against her for the \$206 he paid her, leaving her at the end of two suits where she is now.

Finally, the court holds that the worthless check did not constitute payment of the debt owed by the consignee to the woman and her tenant, but that they still retained their demand against him, the fact of the check having been made payable to the tenant, and she being in no way a party to it, not depriving her of any of her rights against the original debtor.

Insurance to Be Paid to Owner of Grain.

A firm that was doing a general mercantile business, among other things dealt in grain, corn and wheat, etc., inviting consignments thereof to be made to them for free storage until the owners should be ready to sell, with the hope of being able to buy such consignments whenever the owners desired to sell, pursuing this course as a method of building up their business. To carry out this scheme they had an arrangement with the proprietors of a warehouse and with a railroad company to store in such warehouse and in cars and depot. So their case appears to have been one where they were not carrying on a regular warehouse business for hire further than that it was their purpose and hope to benefit their business and derive a profit by dealing in the grain, etc., thus consigned to them. It was a consignment and storage business carried on as a part of their business and as one of the means of building up their business as above stated.

One day the warehouse referred to burned. After the fire a dispute arose as to the amount of the liability of the firm, and they were sued by a farmer who had consigned some corn, etc., to them. One point in dispute was over certain insurance. It appears that shortly after the shipments were made by the farmer the firm took out a policy of insurance for \$1,500 on the corn, etc., stored in the warehouse, and after the fire collected the full value of the policy. The farmer claimed the benefit of this insurance, and the firm denied any liability on this account, nothing having been said between them about insurance and no agreement having been made in reference to it, while the farmer remained silent when they addressed a letter to him several days after this policy was taken out, asking if they should insure his corn and wheat. But, following the inquiry, they added in the letter, "We have taken the liberty to insure \$1,000," probably having done this because they had advanced \$400 on his grain.

Commenting on this, the Court of Chancery Appeals of Tennessee says (McDonald vs. Palmer, 48 Southwestern Reporter, 338) that the relationship of the parties, bailor and bailee, principal and agent, being considered, it would have been incumbent upon the farmer, if he did not propose to ratify this action of the firm, to have expressed his dissent. The failure of himself or immediate agent to do so was an acquiescence in the action of the firm in this respect. The court finds as a fact that insurance was taken out on this grain by the firm to the extent of \$1,000, or, at least, to the extent of the insurable interest of the firm therein (the insurance agent having stated that he could not insure grain belonging to other parties for the firm), which insurable interest would amount to the advances made by them on the grain, viz., the sum of \$400; and upon this state of facts the court holds that there was no error in decreeing that the farmer was entitled to recover at least this amount of \$400 with interest from the firm, or that, it having been received and collected by the firm, it should be offset and credited as against the \$400 they had advanced on the same property.

It will be understood, the court goes on to say, that the decision of this case is not based upon the question whether or not the firm were warehousemen or bailees for hire, but simply on the fact that they were bailees and had received and stored this grain, and had, as a matter of fact, taken out an insurance policy on this grain, at least to the extent of their interest in and liability for the same; and, having collected insurance money on the grain thus stored and thus lost and destroyed, it holds the farmer was entitled to the benefit and credit for the amount thus collected.

The court also holds that there was no error in not allowing the firm \$19.48 paid out for drayage, because it appeared from the evidence that they agreed to take and store this grain and had no intention of charging the farmer-owner with any drayage or storage. And the court holds that, having failed and refused to pay the amounts justly due from them, as found and decreed by the court, the firm should pay the costs of the suit. On the other hand, it holds that there was no error in charging the farmer with 4-15 of the premium paid upon the insurance policy.

Johnston & Coulter, Cassopolis, Mich.: We have just received a copy of the "American Elevator and Grain Trade," and it seems so full of interesting matter relative to our line of business that we inclose \$1 to pay for this year.

CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

Reports from nearly all the portion of the state of California indicate that an unusually large acreage of wheat has been sown in the wheat-growing districts, and that the condition January 1 was fully as good as at any previous year on that date.

The State Board of Agriculture of Missouri gives the following yields for 1898: Corn, 109,411,000 bushels, against 167,500,000 bushels for 1897; wheat, 12,400,000 bushels, against 9,400,000 bushels for 1897; oats, 16,621,000 bushels, against 26,000,000 bushels for 1897.

Latest reports show that there is a little snow on the ground in Michigan, Ohio and Southern Indiana, but that Kansas, Missouri, Oklahoma, Illinois, Kentucky, Tennessee and Texas have had so little snow that the ground is almost bare. As the wheat is now drilled in and not sown broadcast, the plant can stand an intense cold, even though uncovered by any blanket of snow, without being affected by it.

OHIO CROP REPORT, January 1.—According to the report of the Ohio Department of Agriculture the condition of wheat, compared with an average, was 100 per cent; winter barley, 98 per cent; rye, 97 per cent; corn in crib, 93 per cent; corn in shock, 80 per cent. The estimated condition of wheat showed no material change since the report of December 1, when it was reported that some damage was evident as a result of ravages from Hessian fly and white grub worm. It was shown that damage from these sources was mostly confined to the early sown wheat. Many correspondents reported the plant as

outgrowing the damage and predict a good crop with continued favorable conditions. Many reports, and representing all sections of the state, were exceedingly good, while none were seriously bad. The wheat, generally speaking, seemed to be standing the winter very well, and there being little severe alternating freezing and thawing, it continued well rooted. A large amount of corn was still unhusked. There was considerable soft and chaffy corn, and much damage to shock corn fodder.

MICHIGAN CROP REPORT, February 8.—There was very little precipitation in Michigan in January until the last few days of the month. The average depth of snow on the 15th was in the southern counties 0.16 of an inch, in the central 0.37 of an inch, and in the northern counties 4.67 inches, this last district showing great variation all through the month, the extremes being 1 and 30 inches, according to the location. On the 31st the average depth in the southern counties was 1.27 inches, in the central 1.62 inches, and in the section north of this 9.21 inches. The ground was practically bare during the month in most of the counties. In reply to the question, "Has wheat during January suffered injury from any cause?" 372 correspondents in the southern counties answer "yes," and 72 "no." In the central counties 126 correspondents answer "yes," and 37 "no," and in the northern counties 27 answer "yes," and 47 "no." The prevailing opinion is that wheat has suffered considerable injury. Conditions have been very unfavorable, yet the outcome depends very largely on the weather that follows. The total number of bushels of wheat reported marketed by farmers in January at the flouring mills is 526,901 and at the elevators 561,943, or a total of 1,088,844 bushels for the month; in the six months, August-January, the amount marketed is 10,858,010 bushels, or 594,146 more than reported marketed in the same months last year. At 84 mills and elevators from which reports have been received there was no wheat marketed in January.

ESTIMATE OF WHEAT, CORN AND OAT CROP FOR 1898.

The final estimate by states and territories of the acreage and product of wheat, corn and oats during the year 1898, according to the report of the statistician of the United States Department of Agriculture, January 30, is as follows:

STATES.	WHEAT		CORN		OATS	
	Acreage.	Production, bushels.	Acreage.	Production, bushels.	Acreage.	Production, bushels.
Maine.....	1,808	35,256	10,893	435,720	140,217	5,047,812
New Hampshire.....	516	9,804	23,823	976,743	30,538	1,007,754
Vermont.....	3,780	87,075	46,142	1,984,106	108,090	4,107,420
Massachusetts.....			39,091	1,563,640	15,121	483,872
Rhode Island.....			7,730	262,820	3,653	98,631
Connecticut.....	300	6,000	44,805	1,657,785	19,949	562,562
New York.....	379,069	8,036,263	474,895	15,671,535	1,408,238	38,726,545
New Jersey.....	124,616	2,168,318	252,293	9,334,841	98,137	1,923,485
Pennsylvania.....	1,520,568	26,609,940	1,221,355	45,190,135	1,163,043	27,098,902
Delaware.....	74,343	988,762	208,784	5,219,600	17,587	386,914
Maryland.....	767,316	11,739,935	585,935	18,163,985	73,335	1,527,532
Virginia.....	753,625	10,626,112	1,761,662	38,756,564	427,369	6,880,641
North Carolina.....	573,331	5,274,645	2,433,600	34,070,400	443,260	6,338,618
South Carolina.....	111,482	1,181,709	1,751,907	17,519,070	244,658	4,208,118
Georgia.....	260,736	2,607,360	2,954,072	26,586,648	433,521	7,196,449
Florida.....			471,608	4,244,472	40,461	623,099
Alabama.....	43,309	519,708	2,645,442	39,681,630	320,433	5,383,274
Mississippi.....	2,165	30,094	2,218,393	39,931,074	130,070	2,406,295
Louisiana.....			1,319,915	23,758,470	36,593	662,333
Texas.....	631,653	9,348,464	4,213,468	105,336,700	711,166	21,121,630
Arkansas.....	212,276	2,335,036	2,268,261	45,365,220	317,089	7,229,629
Tennessee.....	1,050,097	13,980,080	2,941,067	76,467,742	361,232	6,755,038
West Virginia.....	421,500	5,816,700	700,944	20,328,826	149,265	2,910,668
Kentucky.....	939,314	14,465,436	2,747,653	55,177,243	422,592	9,466,061
Ohio.....	2,491,312	42,103,173	2,779,147	102,828,439	897,222	27,724,160
Michigan.....	1,637,589	34,061,851	980,606	33,340,604	847,032	27,782,650
Indiana.....	2,463,207	38,426,029	3,587,627	129,154,572	1,093,790	31,938,668
Illinois.....	1,757,668	19,334,348	6,665,327	199,959,810	3,044,951	88,303,579
Wisconsin.....	760,554	13,689,972	1,009,355	35,327,425	1,790,671	61,643,223
Minnesota.....	4,963,159	78,417,812	954,125	30,532,000	1,550,925	56,298,578
Iowa.....	1,328,720	22,180,624	7,285,710	254,999,850	3,630,239	123,428,126
Missouri.....	1,439,230	14,104,454	5,951,211	154,731,486	933,304	15,866,168
Kansas.....	4,573,198	64,939,412	8,302,628	132,842,048	1,482,786	26,689,248
Nebraska.....	2,114,592	34,679,309	7,559,746	158,754,666	1,752,182	56,245,042
South Dakota.....	3,390,397	42,040,923	1,003,927	28,109,956	601,738	16,126,578
North Dakota.....	3,864,892	55,654,445	24,308	461,852	490,573	15,060,591
Montana.....	71,188	2,100,046	1,598	44,744	61,047	2,478,508
Wyoming.....	22,136	524,623	2,477	39,632	13,282	414,398
Colorado.....	255,877	6,729,565	172,994	3,113,892	85,564	3,063,191
New Mexico.....	192,728	4,586,926	24,258	509,418	6,998	271,522
Arizona.....	24,307	770,532				
Utah.....	182,328	5,105,184	8,053	169,113	24,432	969,950
Nevada.....	36,699	1,064,271				
Idaho.....	135,384	4,196,904			29,411	1,282,320
Washington.....	969,134	23,453,043	5,700	68,400	78,043	3,270,002
Oregon.....	1,205,281	24,708,260	13,656	327,744	183,465	4,953,555
California.....	1,343,341	12,224,403	45,540	1,184,040	58,888	1,943,304
Oklahoma.....	951,463	14,176,799				
Indian Territory.....						
Total.....	44,055,278	675,148,705	77,721,781	1,924,184,660	25,777,110	730,906,643

The total acreage and production of other crops for the United States in 1898 was as follows:

	Acreage.	Production, bushels.		Acreage.	Production, tons.
Rye.....	1,643,207	25,657,522	Hay.....	42,720,827	66,376,920
Barley.....	2,583,125	55,792,257			
Buckwheat.....	678,332	11,721,927			

Late Patents

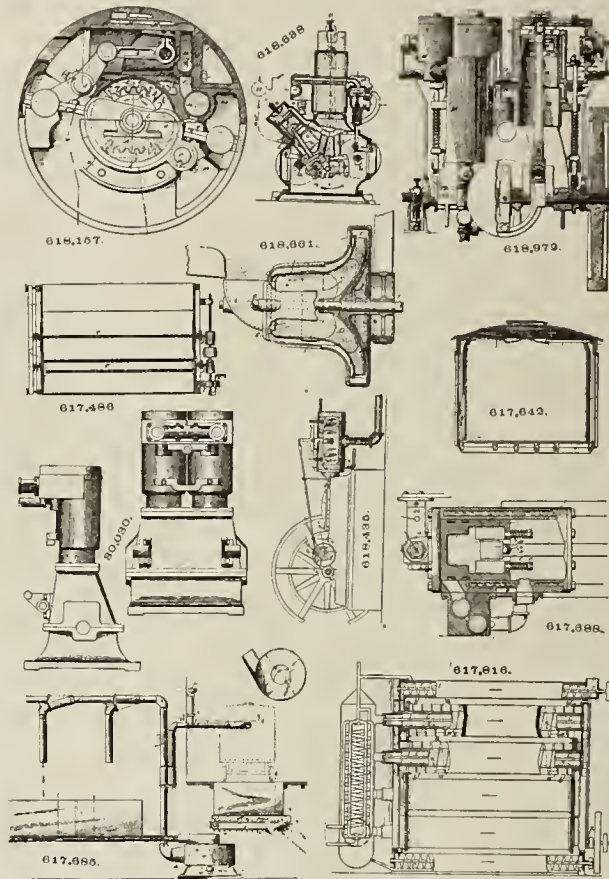
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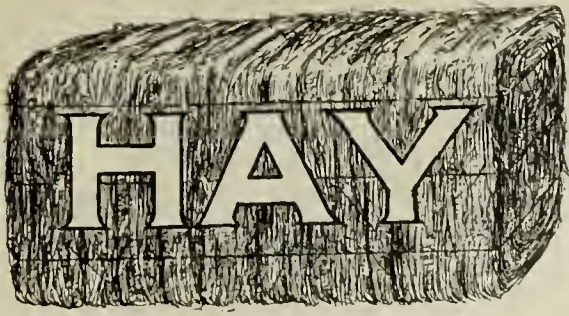
Grain Car Door.—Wm. M. Linvill, Kokomo, Ind., assignor of one-half to Henry H. Willson, same place. Filed Oct. 18, 1898. No. 617,444.

Grain Door for Railway Cars.—Benj. W. Davis, Rock Springs, Wyo. Filed May 6, 1898. No. 617,642. See cut.

Explosive Engine.—Edw. E. Truscott, St. Joseph, Mich. Filed Feb. 25, 1898. No. 617,372.

Explosive Engine or Motor.—Frederick R. Simms, London, Eng. Filed Dec. 13, 1897. No. 617,660. See cut.





Charles Young has succeeded W. A. Snover, hay dealer of Yates Center, Kansas.

Downes & Ebert have sold their hay business at Harvard, Ill., to E. C. Bowman & Son.

W. H. Cunningham's hay and grain warehouse at Malden, Mass., was burned on the night of February 6. Loss, \$4,000 on stock and \$800 on building. A full insurance was carried.

Daniel Stuart & Co.'s hay, grain and feed warehouse at Detroit, Mich., received damages amounting to about \$300 from fire recently. The fire started close to the roof of the building near the top of a big pile of hay. Its cause was unknown.

The Board of Directors of the Merchants' Exchange of St. Louis, Mo., re-elected D. W. Clifton as chairman of the hay committee. The other members of the committee are C. H. Schoppe, D. Cordes, John J. Schulte, William Furlong, M. J. Mullally and Henry W. Mack.

The directors of the Grain, Hay and Feed Receivers' Association of Cincinnati, Ohio, held a meeting recently to elect a successor to J. W. Van Lennep, who resigned the office of secretary and director on account of lack of time to attend to the duties. Ed. J. Levi was chosen as his successor.

The San Francisco Hay Association held its sixth annual banquet on the night of January 7. Preceding the banquet the election of officers took place, resulting as follows: Joseph Wagner, president; W. A. Miller, vice-president; George P. Morrow, F. A. Somers and Simon Anspacher, directors.

Horace Ingersol of New York City was recently awarded the government contract for 2,000,000 pounds of No. 1 timothy hay to be shipped to Havana at 50 cents per 100 pounds. Charles L. Ricker-son of the same place was awarded the contract for 1,500,000 pounds of clipped white oats at \$1.26 7/8 per 100 pounds.

The Hay Dealers' Association of Kansas City, Mo., held a reception on the night of January 31. The object of the meeting was to promote an acquaintanceship among the wholesale and retail dealers and the commission men. The time was spent so pleasantly that it was decided that such meetings should be held frequently.

The exporters of hay to the English markets cannot keep too closely in touch with the requirements of those markets. At present the English consumer wants a large amount of clover in his hay, and will pay better prices for this mixture than for clear timothy. He is also very much averse to having weeds mixed in the hay. The bales should be small and of uniform weight. When comparing English with American prices it must be borne in mind that the English ton is 2,240 pounds. Provided the demands of the English market are kept in view there is generally a fair profit in exporting at the ordinary freight rate.

During the year 1898 the receipts of hay of New York City aggregated 402,117 tons, against 345,176 tons in 1897. This was the largest receipts of the prominent hay markets. Chicago was second in the amount received, the receipts being 222,623 tons, against 245,149 tons in 1897. The receipts at other markets were as follows: St. Louis 159,514 tons, against 178,516 tons; Boston 144,410 tons, against 176,960 tons; San Francisco 128,993 tons, against 147,410 tons; Cincinnati 125,035 tons, against 101,107 tons; Kansas City 94,420 tons, against 99,070 tons; Philadelphia 70,750 tons, against 91,180 tons; Pittsburg 64,560 tons, against 62,080 tons; Baltimore 49,490 tons, against 55,781 tons; Peoria 36,976 tons, against 34,910 tons; Minneapolis 21,399 tons, against 23,996 tons; Milwaukee 20,577 tons, against 18,076 tons; Indianapolis 5,760 tons, against 6,740 tons.

The Hay Dealers' Association of Chicago, Ill., has asked the directors of the Chicago Board of Trade to begin suit in the courts to compel the railroads to furnish storage facilities of some kind for hay, and the directors have sent the application to the committee on legal advice. The hay dealers offer to build a warehouse of their own or to pay any reasonable charge the railroads agree upon if proper storage room is granted them. As the hay dealers are the only shippers to whom the railroads do not furnish storage, it would seem just that the dealers force the roads to do what is right in the matter. Since requests are of no avail it should be seen what can be done through the law.

It is believed that the roads can be compelled to grant the demand for proper storage facilities and it is expected that the Board of Trade will lend its aid to the association.

It would be well for shippers to bear in mind that there is generally less demand for hay during the last part of the month than during the first part. The reason for this condition of affairs is that nearly all receivers' sales are on monthly account, consequently consumers and retailers buy as little as possible at the close of the month in order to keep the month's account at as low a figure as possible. This action on their part influences prices to quite an extent at the close of the month.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending January 21, the receipts were 5,153 tons, against 3,682 tons for the previous week. Shipments for the week were 116 tons, against 179 tons for the previous week. The arrivals of timothy hay were quite large during the week, and the market ruled rather dull. Only a moderate local demand existed, with practically no inquiry for shipment. The market for prairie hay ruled firm. The receipts were small, and the demand was good for all grades. Sales of choice timothy ranged at \$8.50@9.00. No. 1, \$8.00@8.60. No. 2, \$7.00@8.00. Not graded, \$6.00@8.00. Choice prairie, \$8.50@10.00. No. 1, \$7.50@9.00. No. 2, \$5.50@6.50. No. 3, \$5.00@5.50. No. 4, \$4.50. Bedding Hay, \$3.50. Rye Straw sold at \$5.75@6.00 and Oat Straw at \$4.00@5.00.

During the week ending January 28 the receipts were 5,592 tons, against 5,153 tons the previous week. Shipments for the week were 74 tons, against 116 tons for the previous week. The market for timothy hay was dull during the week. The arrivals were large and the demand rather light. The offerings of prairie hay were liberal, and the demand was only moderate. Sales of choice timothy ranged at \$8.25@9.00. No. 1, \$8.00@8.25. No. 2, \$7.00@7.75. No. 3, \$6.50@7.00. Not graded, \$6.50@8.00. Choice prairie, \$8.25@9.00. No. 1, \$8.00@8.50. No. 2, \$5.50@6.00. No. 3, \$5.50. Rye straw sold at \$5.00@6.00, and wheat and oat straw at \$4.00@4.50.

During the week ending February 4 the receipts were 4,264 tons, against 5,592 tons for the previous week. Shipments for the week were 200 tons, against 74 tons for the previous week. The arrivals of timothy hay were quite small during the week, and a good inquiry existed. The colder weather caused dealers to buy a little more freely, and a firm market was experienced. Only a light demand existed for prairie hay and the supply was liberal. Toward the close of the week the offerings were smaller and the demand improved somewhat. Sales of choice timothy ranged at \$8.00@9.00. No. 1, \$7.25@8.50. No. 2, \$7.00@7.50. No. 3, \$6.25@7.50. Not graded, \$6.00@7.50. Choice prairie, \$7.75@9.00. No. 1, \$7.00@8.00. No. 2, \$5.50@6.75. No. 3, \$5.00@5.50. No. 4, \$4.50. Rye straw sold at \$4.50@6.25 for fair to choice, and fancy, \$10.00. Wheat straw at \$4.50, and oat straw at \$3.50@4.00.

The receipts for the week ending February 11 were 3,884 tons, against 4,264 tons for the previous week. Shipments for the week were 281 tons, against 200 tons for the previous week. Only a moderate business was transacted in the market during the week. The offerings were small, especially of Timothy hay, and the local demand was good. The extremely cold weather the last of the week interfered with business to some extent. A firm feeling prevailed and prices showed a slight advance on Timothy, while Prairie Hay was unchanged. Sales of Choice Timothy ranged at \$8.75@9.25; No. 1, \$8.00@8.50; No. 2, \$7.00@8.00; No. 3, \$7.00; Not Graded, \$6.00@8.00; Choice Prairie, \$8.00@8.75; No. 1, \$7.00@8.75; No. 2, \$6.00@6.50; No. 3, \$5.00@5.75. No. 4, \$4.50@4.75. Rye straw sold at \$6.00 and oat straw at \$4.00@4.25.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

W. N. Anderson, Kouts, Ind.
Chas. B. Johnston, Washburn, Ill.
D. W. Mitchell, Fort William, Ont.
D. A. Robinson, Minneapolis, Minn.
L. T. Allison, Arlington Heights, Ill.
J. S. Seely, of Seely, Son & Co., Fremont, Nebr.
B. F. Ryer, secretary Huntley Mfg. Co., Silver Creek, N. Y.
L. S. Hogeboom, Minneapolis, Minn., representing the Knickerbocker Co., Jackson, Mich.

There is a farm in Dearborn County, Indiana, lying midway between Lawrenceburg and Miami River, which has a 12-acre field which it is said has been planted to corn without interruption for nearly 75 years, and in 1898 yielded 50 bushels to the acre.

PERSONAL

E. C. Northway has removed from Ong to Bladen, Nebr.

M. J. Brown recently removed from Hastings, Mich., to Reedsburg, Wis.

Roy Wakefield has removed from Neponset to Waterman, De Kalb Co., Ill.

John Salvans of Arcola has taken a position with J. D. McClean, a grain man of Decatur, Ill.

A. V. Przyn has been appointed manager for the Farmers' Grain & Supply Company at Hansen, Nebr.

F. M. Snyder of Stanford, Ill., has moved to Chicago, leaving his grain business there in charge of his sons.

Ernest Thwaites, traveling grain clerk for the L. S. & M. S. Ry., has moved from Chicago to Hillsdale, Mich.

Vadie McDow, who has charge of the elevator at Womac, Ill., has moved his family to that place from Atwater.

P. R. Crothers has succeeded Will Rice as grain buyer for the Farmers' Cooperative Grain Company at Hetland, S. Dak.

Pen Heitkamp and Miss Katie Byrne of Cuba City, Wis., were married on Jan. 31. Mr. Heitkamp is of the grain firm of Heitkamp Bros.

Robert H. Adams of Toledo has taken charge of the sales department of the American Linseed Oil Company, with headquarters at Chicago.

Thos. Nicol, of E. Nicol & Son, grain dealers and general merchants of Bussevain, Manitoba, recently visited in Ontario and returned with a bride.

W. A. Cropp, for 13 years with the elevator and produce business at Murray, Iowa, will remain in the employ of the new proprietors, O. T. Hulburd & Co.

S. Garver, of the grain firm of Garver & Dice, Valley Center, Kans., is visiting in Pennsylvania. His friends say he will return to Kansas with a wife.

Geo. E. Ketcham of the New York Central Elevator had his foot crushed by a New York Central freight train in their yards and was obliged to have it amputated.

A. R. Reinertson, of the Brinkman-Reinertson Grain Company, of Kansas City, was called to Milwaukee last month to attend the funeral of his father, who was an architect in that city.

Richard Woodworth, son of J. C. Woodworth, president of the Diamond Elevator & Milling Company of Minneapolis, is serving at Manila in the Thirteenth Regiment Minnesota Volunteer Infantry.

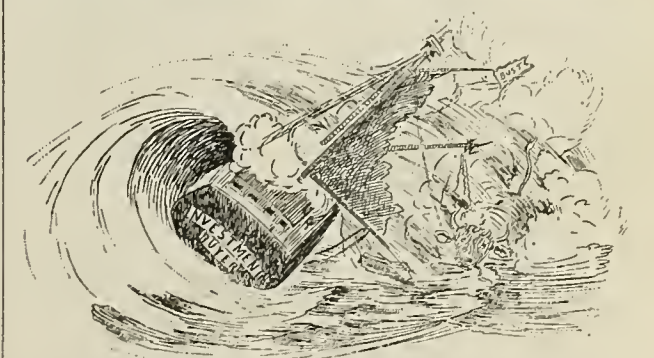
John D. Kitt, who was manager of the Marfield Elevator Company's house which recently burned at Utica, Minn., is now in charge of the terminal elevator at Winona, recently purchased by that company.

W. S. Mitchell, who represents at Wichita, Kans., the Hall & Robinson Grain Company of Kansas City, was attacked by a paralytic stroke in December which resulted in the loss of his mind. The case is a very sad one for all concerned.

The Illinois Board of Railroad and Warehouse Commissioners has appointed H. Straun of Edwards County registrar of the grain inspection department at Chicago, to succeed Daniel Hogan, who has been appointed a quartermaster in the regular army.

A. E. McKenzie, superintendent of the Rex Mill and a resident of Kansas City, Kans., has been appointed chief grain inspector of Kansas. The appointment meets with universal approval of the grain men. He will probably assume his new duties on March 1.

Galveston's grain exports for February promise to break the record of the port.



Mr. Bull and his ship met with an accident. Will he and his ship be saved, and have clearer sailing next week?—Zahn's Circular.

The EXCHANGES

John J. Hyland has been reappointed as manager of the Chicago Board of Trade Freight Bureau.

Beginning March 1, the Chicago Board of Trade will make a change in their cable service. The new service will be supplied by Broomhall.

After an existence of twenty-five years, the call board of the St. Louis Merchants' Exchange has been removed, and the grain pit changed to a more convenient location.

The premiums for choice of sample tables on the Chicago Board of Trade aggregated \$5,153. They were bid off at auction, the two first choices going to Rosenbaum Bros. at \$120 each.

John H. Allen of the grain firm of Allen & Munson has been elected first vice-president of the Cincinnati Chamber of Commerce, to fill the vacancy caused by the resignation of W. B. Melish.

The receivers of the Chicago Board of Trade have appointed a committee of five empowered to formulate rules for changing the system of grain sampling, having an official sampler, etc., similar to the weighing department.

It is proposed by some of the Chicago Board of Trade members who trade in rye to have a rye "call" at a stated hour of each day's session. As the trades in that cereal are so infrequent, their proposition will hardly be likely to be adopted.

At the annual meeting of the Duluth Board of Trade the retiring officers and directors were re-elected, as follows: President, T. J. C. Fagg; vice-president, G. G. Barnum; directors for three years, Ward Ames, F. E. Lindahl and E. N. Bradley.

A representative of a Chicago concern was given a visitor's card to the floor of the Cincinnati Chamber of Commerce, where he violated the rules of the exchange by attempting to do business with the members. His card was taken up and he had to leave the floor.

Among the standing committees appointed by President Lyon of the Chicago Board of Trade are the following: Warehouse, F. W. Smith, Buckley, Nichol; weighing, Snyder, Winans and F. W. Smith; flaxseed inspection, Hunter, Winans, C. F. Hills, Peter Eschenburg and Geo. E. Alt.

The real estate committee of the Chicago Board of Trade, by shifting the clearing house, arbitration room, etc., to less expensive quarters, has increased the revenue from rents by about \$5,300 per year. Chairman Nicol and his committee contemplate further changes, which will swell this figure to perhaps \$13,000.

Geo. H. Morgan, for 35 years the secretary of the St. Louis Merchants' Exchange, and D. R. Whitmore, his assistant for 34 years, have been reappointed by the directors to continue in their respective positions. This is certainly an unusual record, and speaks highly of the estimation in which their services are held by the Exchange.

The grain committee of the Galveston Cotton Exchange are preparing to adopt a new set of grain inspection rules. The present inspection is very satisfactory, but they want it to be of the very best. John Reymershoffer is chairman of the committee. Grain quotations are now received every fifteen minutes from Chicago, and they also intend to get market reports three times daily from the leading grain centers of Europe.

The annual meeting of the Winnipeg Grain & Produce Exchange was held on January 11 in the new building. Joseph Harris was elected president, W. L. Parrish, vice-president, and C. N. Bell was re-elected as secretary-treasurer. The following were elected as members of the council: Messrs. John Love, R. P. Roblin, J. K. McLennan, Wm. Martin, S. Spink, F. W. Thompson, S. A. McGaw, S. Nairn, Alex. Reid, R. D. Martin and Robert Muir.

The Boston Chamber of Commerce held its annual meeting on January 17. The treasurer's report showed the Exchange to be in a prosperous condition. Wallace F. Robinson, who has held the office of president for the past four years, was re-elected. The receipts of grain at Boston were more than 7,000,000 bushels in excess of the receipts of the previous year, amounting to 41,000,000 bushels; the exports were 34,000,000 bushels, an increase of 6,500,000 bushels.

The annual meeting of the Philadelphia Commercial Exchange was held on January 31, when the following officers were elected: President, Samuel C. Woolman; vice-president, Antonio Sans; treasurer, Chas. J. String. The following were elected as directors: Nathan Sellers, E. H. Price, Clarence E. Steel, J. B. Pultz, Willis C. McNutt, Frank Cascaden. The table of receipts and exports showed a total increase over 1897 in exports of flour of 804,295 barrels, and of grain 9,584,425 bushels, consti-

tuting 1898 the banner year of export trade. A banquet was held in the evening.

The St. Louis Wholesale and Retail Feed Dealers' Association held its annual meeting and election of officers in the directors' room of the Merchants' Exchange, January 26. The election resulted in the selection of the following officers: President, Charles G. Simon; vice-president, Robert Bergmann, and secretary and treasurer, Thomas Quinlivan. The treasurer's report showed the association to be in good financial condition, and a strong effort will be made to increase the membership.

The Montreal Corn Exchange Association held its annual meeting on January 25. President Alex. McFee delivered an address in which he told of the large increase of trade for the last year. The present membership is 160, there being 22 additions during the year. Mr. McFee was re-elected president by acclamation and Mr. Bartlett McLennan treasurer. Those elected to the committee of management were: Messrs. A. G. Thomson, C. B. Esdaile, H. D. Metcalfe, E. F. Craig, Charles McLean, Joseph Quintal and Edgar Judge.

The Montreal Board of Trade held its annual meeting on January 31. The election of officers resulted as follows: Messrs. Chas. F. Smith, president, and Robt. Mackay, first vice-president, by acclamation; Henry Miles, second vice-president; and Fred. W. Evans, treasurer. The members of council elected were as follows: Messrs. C. Ernest Gault, Thomas Harling, Arthur J. Hodgson, Jas. W. Knox, H. Laporte, John Macfarlane, R. W. Macdougall, Jas. McBride, Wm. McMaster, M. J. A. Prendergast, David Robertson, and the Hon. J. K. Ward.

The annual meeting and election of the Baltimore Chamber of Commerce occurred on January 30. The independent ticket for five directors to hold office for three years was successful, the following gentlemen being elected: J. Hume Smith, T. Murray Maynard, W. G. Bishop, W. T. W. McCay, Frederick Megenhardt. The directors' report called attention to the fact that Baltimore's inspection rate of 21 cents per ear (700 bushels) or 20 cents per 1,000 bushels outward, is considerable lower than the inspection charges of New York, Philadelphia, Chicago, Toledo and St. Louis. The total bushels of grain received in 1898 was 98,416,620, against 89,857,787 in 1897. Total bushels exported, 85,758,760, against 77,298,461 in 1897.

CEREAL DUST.

"Well, if there is anyone who thinks men employed here have nothing to contend with he is vastly mistaken," remarked the chief weigher in one of the largest of the several big grain elevators in the city a day or two ago. He drew a long breath, coughed softly to himself at the dust that rose lazily from a huge hopper near by, settling into every nook and corner in the great, barulike structure and filling the air until one was reminded of a misty midwinter morning, when objects are seen but indistinctly through the haze, and everything takes on an unreal, ghostly look.

"That's what makes the work in a grain elevator so hard on the men," resumed the weigher, after a moment's pause; "it isn't the hard work they have to do, nor the long hours which fall to their portion, particularly during the fall and winter months. It's the dust—the everlasting, all-pervading, and unescapable dust. I'll tell you," and his manner grew more earnest, his tone more confidential, "there isn't a man who sticks to the business for any length of time who doesn't suffer from its ill effects. You show me a man who has been working in a grain elevator for four or five years and I'll show you one who is either suffering from catarrh or some lung trouble. Why, the dust settles in your throat and permeates your lungs, until at times you can scarcely draw a breath. Now, there goes a man," pointing to one who had passed at the moment, "who is fast approaching the final stages of consumption, and yet when he first came here some ten years ago he was as healthy and robust a chap as you would meet in a day's journey.

"Why does he stay here? Well, he has his living to make—we all do, and the field here is not overcrowded. No, there are not many people who have any idea that handling grain is detrimental to a man's health, but it is for all that and while I am at it I can tell you another thing that is not generally known about this business, and that is that we who work here live in daily, hourly dread of the whole place going up in smoke and flames.

"The dust from cereals is extremely combustible. Unless the utmost caution is exercised in having all the machinery carefully and thoroughly cleaned after each day's work the dust is likely to gather in such quantities that the moment the machinery is again put in motion spontaneous combustion occurs and a fierce, almost unconquerable fire is the result. It is to the spontaneous combustion of accumulated grain dust that recent disastrous fires which destroyed several elevators can be directly

traced, and it is against this danger the owners of the Philadelphia elevators guard more carefully than any other."—Philadelphia Telegraph.

COMMISSION

B. J. Allen, grain commission merchant of Macon, has moved to Meridian, Miss.

Ira H. Wilder is now conducting a stock and grain brokerage business at Saginaw, Mich.

McReynolds & Co., Chicago, have succeeded Geo. S. McReynolds in the grain commission business.

Waite, Thornburn & Co. are the successors of Robt. H. Thornburn & Co., grain merchants of Chicago.

Wright & Taylor have succeeded Haughey, Wright & Co., at Chicago, Mr. Haughey having died recently.

Uriah Wardell, on account of ill health, has retired from the grain and stock brokerage business at Taunton, Mass.

John Sellon, formerly of the Kimball Grain Co., Kansas City, has started in business under the name of John Sellon & Co.

McLain Bros. & Co., Chicago grain commission merchants, have opened a branch at Marshalltown, Iowa, in charge of A. B. Ashby.

The Weare Commission Co. of Chicago opened a branch office in Kansas City on February 1. Grant W. Kenney is the local manager.

The J. E. Farley Co., Detroit, Mich., has been incorporated with a paid in capital of \$2,500, to buy and sell stock, grain and provisions.

The Standard Stock and Grain Commission Co., which occupied pretentious quarters at 53 New Street, New York, suspended last month.

The Paxton Commission Co. has commenced business at Kansas City. B. F. Paxton of the new company was formerly of Paxton & Logan.

C. F. Rockwell & Co., doing a grain brokerage business at Buffalo, N. Y., have filed a petition in bankruptcy. They have liabilities of about \$17,000.

The Freeman Grain Co. has been organized and launched at Kansas City. Mr. Freeman is a young man who was formerly secretary of the Moffatt Commission Co.

E. F. Catlin & Co., grain commission merchants of St. Louis, Mo., have removed their general offices from 102 North Third Street into rooms in the Merchants' Exchange Building.

Chas. P. Dougan of Minneapolis and E. H. Curry of St. Paul compose the new firm of Dougan & Curry. They will do a grain and millfeed business with offices in the Corn Exchange at Minneapolis.

Chas. A. Wolcott, president of the First National Bank of Russell, Kansas, after becoming heavily involved by speculating in wheat through a local bucket shop, suddenly left the town and caused the bank to suspend, at least temporarily.

Southern Mercantile and Grain Company of San Francisco has been incorporated for the purpose of conducting a storage and commission business. Directors: I. Eppinger, H. Eppinger, B. Ettlinger, Joshua Eppinger, H. Eppinger Jr. Capital stock, \$100,000; subscribed, \$90,000.

W. J. O'Dell & Co., a general brokerage firm of Cincinnati, Ohio, last month was placed in the hands of Thos. J. Cogan as receiver. The receivership was applied for by Geo. H. Staply, a member of the firm. The company is being reorganized and will continue in business as heretofore.

After a brief existence, Mr. Burbridge, doing business at Butte, Mont., and other near-by points as the Montana Grain and Stock Exchange, closed his doors, leaving numerous creditors. Many of these creditors are now in hot water, knowing that their names must be made public should bankruptcy papers be filed.

The Brinson-Judd Grain Co. of St. Louis, Mo., has bought C. F. Orthwein & Sons' elevator at Seneca, Mo., and added it to its line of western elevators. The capacity of the elevator is 150,000 bushels. The Brinson-Judd Co. has increased its capital stock from \$50,000 to \$60,000. At the annual meeting of the stockholders the following officers were elected: L. B. Brinson, president; J. L. Wright, vice-president; J. A. Lukens, secretary and treasurer.

A stock corral is to be established at Savannah, Ga., to take care of 5,000 animals. Savannah grain dealers expect to handle the feed supplies.

Superior, Wis., was in 1898 the largest flax receiving market of this country. Her receipts were 3,177,817 bushels, against 2,503,579 bushels at Chicago and 1,758,070 at Minneapolis.

Fires - Casualties

The grain elevator and contents at Garwin, Iowa, were destroyed by fire on January 11.

Geo. W. Cavitt badly injured his hand in the machinery of his elevator at Woodhull, Ill., one day last month.

The grain elevator at Danvers, Minn., owned by the Northwestern Elevator Co., was burned on the morning of January 28.

The Peavey Elevator at Hanley Falls, Minn., was burned on January 16, together with the 2,000 to 3,000 bushels of wheat which it contained.

The Monarch Elevator at Oberon, N. Dak., burned January 10, from a fire originating in the office. It contained 8,000 bushels of wheat and 2,000 bushels of flax.

The Reardon Grain Company's large warehouse at Reardon, Wash., gave way on one side January 25 and about 15,000 bushels of wheat poured out upon the ground.

Bland & Robertson's grain and feed warehouse at Taylor, Texas, was burned early last month. The loss on contents is estimated at \$7,000, with an insurance of \$4,900.

Martin & Aitken's elevator at St. John, Kans., was destroyed by fire January 7. The building was insured for \$2,000, and the contents, about 2,700 bushels of wheat, for \$2,000.

Joe Turner, an employe in the Pratt-Baxter Grain Company's elevator at Stonington, Ill., fell from the upper part of the cob house recently to the floor below, sustaining very serious injuries.

An elevator at Pleasant Dale, Nebr., owned by G. W. Lowrey of Lincoln, was destroyed by fire on January 19. It contained about 25,000 bushels of oats. Loss probably fully covered by insurance.

Louis Schneider, an employe in the American Malt-ling Company's malthouse at Detroit, Mich., had his leg caught on a pulley recently. He was thrown off his feet and sustained a fracture of the leg and a serious scalp wound.

The large grain elevator at Hoopeston, Ill., owned by the Hoopeston Grain and Coal Company was burned on the night of February 8. Between 12,000 to 15,000 bushels of corn and oats were consumed. There was a partial insurance.

Owing to an accident recently to the boiler in the Cathcart & Woodruff elevator at Correctionville, Iowa, the machinery was shut down for several days. In order to keep things moving a force of shovelers was engaged to load cars.

J. W. Melvin's grain elevator at Chetopa, Kans., was burned at 5:30 a. m., January 21. The fire originated in the upper west part of the building, and it was supposed it started from sparks from a passing engine. Loss, \$2,350; insurance, \$1,100.

Mill B of the Burlington Linseed Oil Company's plant at Burlington, Iowa, was destroyed by fire on January 29. Several thousand bushels of flax, besides considerable manufactured product, was burned, in addition to the valuable machinery, etc.

T. W. Ransbotham's grain and flour warehouse at Dalton, Mass., was damaged by fire at 4:45 p. m., February 6. The fire was discovered near a bale of shavings in a corner of the building. The damage will be repaired.

W. H. Cunningham's grain warehouse at Malden, Mass., was burned on the evening of February 6. About 5,000 bushels of grain, 400 tons of hay, and 1,200 barrels of flour were consumed. Loss on building \$2,000 and on contents \$6,000. The loss was covered by insurance.

While engaged in superintending the unloading of a cargo of corn from a schooner on January 10, A. L. Calhoun, an elevator proprietor of Wolfville, Nova Scotia, was struck by a tub and knocked off the platform on which he was standing. He fell 15 feet, striking on his head and killing him instantly.

The grain elevator at Charleston, W. Va., owned by W. Scott Kennedy was entirely destroyed by fire on the morning of January 2. The contents, consisting of wheat and corn, together with all the machinery, was burned. The fire was supposed to have been caused by incendiaries. The loss was fully covered by insurance.

Heibert Bros' grain elevator at Mountain Lake, Minn., was burned at 10:50 p. m., January 30. About 15,000 bushels of grain were destroyed. Hubbard & Palmer's elevator was also slightly damaged by fire at the same time and it was thought that the fire at both elevators was the work of incendiaries. The fire at Heibert Bros' elevator started under the driveway and had gained great headway before it was discovered. The fire in Hubbard & Palmer's elevator had its origin on a floor near the roof. The

loss on the burned elevator amounted to \$10,000, fully covered by insurance.

An elevator at Dubuque, Iowa, owned by W. L. Luce of St. Paul, was burned on the night of January 15. It contained some machinery and a small quantity of grain, but was not being operated just now. A feature of the fire was the cries of the hundreds of rats infesting the building, only a few of which appeared to escape unharmed.

The Wilcox Elevator at Milford, Ill., leased by L. T. Hutchins & Co. of Sheldon, was burned January 12, together with 51,000 bushels of oats and 20,000 bushels of corn. When the engineer started the machinery in the morning the belts fell down, being burned in two. Looking up, he discovered the building on fire at the top. The building and contents were partially insured. The house will probably be rebuilt.

Another projecting set screw accident occurred last month. This time it was in Jones Bros' elevator at Princeton, Kans. F. W. Jones was doing some grinding when a set screw on a rapidly revolving shaft began to wind up his pants. He grabbed a timber overhead and held on until the machinery was stopped. Had he not done so he would have been almost instantly killed. As it was his pants were torn off and he was very badly bruised.

The Farmers' Friend warehouse at Genesee, Idaho, owned by Sanford Evans, was destroyed by fire on January 11, which originated in the office, probably from an explosion of the coal stove. Mr. Evans built this house about 3 years ago, and last fall enlarged and improved it, putting in a cleaner and 20-horse power gasoline engine, making it one of the best equipped houses in the Palouse country. Mr. Evans had an insurance of \$4,500 on house and equipment, and \$4,000 on 11,000 bushels of wheat (from his own fields). There was also in store for farmers about 45,000 bushels more of wheat on which there was an insurance of \$13,000, a few lots being uninsured.

HINTS ON CONSTRUCTING ELEVATOR LEGS.

The lifting side of elevators should be perpendicular, or, in other words, the face of pulley on head shaft should be in line with the face of pulley in boot.

The speed of the shaft in the head of elevator should be from thirty-five to forty-five revolutions per minute, according to diameter of pulley and material elevated.

The head or discharge action of elevator depends largely upon the speed of the elevator, which can be so great that no grain will be discharged.

We give below about the correct speed at which elevator belts should run over a given size pulley in order to get a free and perfect discharge:

Speed of Belt.

200 to 250 feet per minute over 24-inch pulley.
300 to 350 feet per minute over 36-inch pulley.
400 to 425 feet per minute over 48-inch pulley.
500 to 525 feet per minute over 60-inch pulley.
575 to 600 feet per minute over 72-inch pulley.

The elevator leg should be built straight on the lifting side, and so large that the belt or buckets cannot strike the wood under any circumstances. The back leg should be belled or sagged to suit the sway of the belt and so arranged that the buckets or belt will not strike.

The material should be fed into the boot on the front, or lifting, side at the center of the pulley, not under the pulley. If necessary the boot can be fed at sides and in rear; but if at sides, feed low; if in rear, low as possible, so that the material will not pack back of the bucket, which causes bucket to stand out from belt, strains the belt and wears holes in it.

To find the speed of elevator belt, multiply the diameter of pulley by 3.1416 and multiply this product by the number of revolutions; the result will be the number of feet of travel per minute.

Give preference to large pulleys in heads of elevators.

Each elevator should be on an independent head shaft. This shaft can be driven by belting, link-belt or friction gearing—should never be run by spur, bevel or miter gears. Belting is the best for the majority of cases, but when the distance between shafts is short, link-belt and sprocket wheels make the best drive. For large elevators a friction paper filled pulley under center of pulley in elevator head is the preferable drive.

Link-belt elevators can be driven from the bottom when the distance between centers is not too great. It is always preferable, however, to drive from the top when it can be done.

In double strand link-belt elevators, one sprocket wheel on driven shaft should run loose between collars, to allow chains to run evenly.—From catalogue of W. J. Clark Company.

OBITUARY

Charles Biddle, a prominent hay and feed merchant of Parkersburg, W. Va., died on January 24, aged 57 years.

Jacob J. Brallier, a grain and feed dealer of Mt. Pleasant, Pa., died suddenly of heart disease on January 20, aged 69 years.

Chas. S. Beacham, a well-known citizen of Berwick, Maine, died recently. He was senior member of the grain firm of C. S. Beacham & Son of Somersworth.

Patrick H. Kauffman died at Lena, Ill., January 16, aged 73 years. He had lived in Stephenson County since 1834. He followed farming until 1870, when he engaged in the grain business.

William Cameron, of the Cameron Mill & Elevator Co., Fort Worth, Texas, is dead. Mr. Cameron was also a large owner of sawmills, lumber yards and general stores at various Texas points.

Louis C. Hyde, who died in Beloit, Wis., on January 14, in his 85th year, was engaged in the grain and forwarding business at Kenosha and Mineral Point for a number of years prior to his moving to Beloit in 1854.

William K. Hewitt died at Kansas City, Mo., February 3, of Bright's disease. Deceased was 45 years of age, a member of the Board of Trade, and also a member of the grain commission firm of B. C. Christopher & Co.

William W. More, of the wholesale grain, flour and feed firm of More & Marston, Springfield, Mass., died in Boston on January 6, from tumor of the brain. He was a native of Springfield and was prominent as a Mason and especially prominent as a worker in the Trinity Methodist Church.

Charles O. Brackett of Quincy, Mass., died of neuralgia of the heart on January 21, aged 63 years. Mr. Brackett was for many years connected with the management of the Boston & Albany railroad grain elevators and afterward was engaged in the grain business. He had not been in active business for a year.

Robert Downey of the firm of Robert Downey & Co., grain and coal merchants of Oswego, N. Y., died on January 16, aged 60 years. He started in the grain business at an early date by buying barley at Napanee, Ont., his native place. He had lived in Oswego for 25 years, and was one of her most prominent citizens.

David Dows Jr. died at his home in New York city last month, in his forty-second year. He inherited a large fortune from his father, and among the many corporation offices which he held was that of vice-president of the Consolidated Elevator Co. of Duluth. He was also a director in the Hecker-Jones-Jewell Milling Co. of New York.

Archibald McBean died at his home in Winnipeg, Manitoba, on January 19, aged 67 years. He had been a prominent member of the Winnipeg Grain Exchange since 1885. He was a popular member of that organization, noted for his business sagacity, executive ability and high sense of honor and integrity. His six sons, who are all in the grain business, acted as pallbearers at the funeral, which was attended by nearly every member of the grain exchange.

John Quincy Adams died at his home in Wheaton, Ill., on February 8, in his seventy-fifth year. Mr. Adams, with his brother, G. P. Adams, became a member of the Chicago Board of Trade in 1852. Soon after this they became members of the milling firm of B. Adams & Co., whose mill soon became the largest in Chicago. It was swept away by the Chicago fire and the firm lost \$50,000 above their insurance. The Adams brothers continued to be heavy dealers on the Board. They were highly respected by all their business associates, and amassed large fortunes. G. P. Adams was stricken with paralysis on 'Change some eight years ago and died soon after. For some years Mr. Adams has not given much attention to business, but spent the winters in Southern California. News of his death was received with universal regret by all his old associates on the Board, who do not hesitate to pronounce him one of the best men they ever knew.

One R. S. Huff at Burlingame, Kans., has been enjoying the corn boom, having sold, early in January, some 3,000 bushels of corn at 35½ cents, which cost him but 13½ to 14 cents two years ago.

The Shellabarger Mill and Elevator Company fed a Farmers' Institute at Decatur with their famous mixed-flour biscuits and doughnuts. The mix was 25 per cent of corn flour, and the biscuits hit the bullseye every time a farmer bit into one.

BARLEY

AND MALT

Russian barley is, on account of its color, suitable for pale beers, and is extensively used in East Prussia.

The Ehlermann Hop and Malt Company has taken out a permit to build an elevator at St. Louis to cost \$4,000.

The plans for the new Stevenson malt house at Oswego, N. Y., contemplate a structure of iron and steel and fire-proof.

The J. B. Smith Malting Company of Cleveland, Ohio, made an assignment January 16, with assets of \$15,000 and liabilities of \$10,000.

The Fisher Malting Company at Buffalo, N. Y., has been incorporated, with capital of \$100,000, by Jacob P., Joseph L. and Edward A. Fisher.

The Wisconsin Malt and Grain Company of Appleton, Wis., is enlarging its malting plant to bring its capacity up to about 300,000 bushels annually.

Stott & Son, barley buyers at Winona, Minn., gave a prize for the biggest load of barley delivered to them, which was won by a load of 128 bushels.

The Independent Malting Company, Davenport, Iowa, has elected the following directors: Ernst Zoller, Charles Zoller, H. F. Branner and Wm. Bischoff.

Solomon and William E. Strauss have formed a partnership to conduct the malt and grain business, with offices at 802 Merchants' Bank Building, Baltimore.

The receipts and shipments of malt at Cincinnati during January, 1899, were 58,270 bushels and 57,931 bushels, respectively, as against 51,322 bushels and 54,260 bushels, respectively, a year ago.

The business heretofore conducted by F. M. & H. Brooke, grain dealers, Philadelphia, will hereafter be continued under the firm name of Brooke & Pennock, F. M. Brooke having died December 28, 1898.

The Weller Manufacturing Company has received an order for a complete equipment of grain handling machinery, rope transmission and general power transmission appliances for a new elevator and malt house at Great Falls, Mont.

The Dodge Manufacturing Company of Mishawaka, Ind., is furnishing the complete machinery outfit for the Sioux City Brewing Company's new malt houses at Sioux City, Iowa. Wilhelm Griesser was the architect and engineer.

Frederick Vullmahn of Watertown, Ohio, has been made manager of the American Malting Company's plants in Milwaukee. M. Vullmahn performs the duties of P. L. Hansen and A. Zinn, manager and assistant manager, respectively, both of whom have resigned.

Canada's barley crop for the year 1897 was 12,021,779 bushels, raised on 451,515 acres. In 1888, when Canada was exporting barley and malt to the United States, her barley crop amounted to 23,366,569 bushels. The yield for 1898 was 28.9 bushels per acre and 438,784 acres were sown, producing 12,663,668 bushels.

The Hawkeye Elevator Company at West Hammond, Ill., will enlarge its elevator on the Chicago Junction Railway. The addition, which will have 350,000 bushels' capacity, will be ready by May 1, and will give the Hawkeye Elevator about 600,000 bushels' barley storage capacity. The D. H. Stahr Grain Company of Davenport, Iowa, handling Iowa barley, owns a controlling interest in the Hawkeye Company.

The American Malting Company recently acquired possession of the seven independent malt houses in the state of New York owned or controlled by Neidlinger & Son of New York City, which have a capacity of 2,800,000 bushels. It is understood that this plant was paid for in part with \$500,000 of preferred stock at 85, the total price having been \$3,000,000. This acquisition increases the company's total capacity to 23,000,000 bushels. The business of the Neidlinger malt-houses will be continued without interruption, and Mr. George Neidlinger will be a member of the Board of Directors of the company.

HUSK AND THE VALUE OF BARLEY.

A simple means has been devised for determining the amount of husk in barley, preliminary to experiments intended to show the proportion of husk to the remaining constituents. For this purpose, samples were taken of eight barleys, having from 70.67 to 61.5 per cent of starch, protein amounting to between 8.3 and 16 per cent, and besides the weight of husk, the amount of water, starch, protein, ash and phosphoric acid were determined. It was found that no relation existed between the amount of husk and the proportion of any other constituent,

and that the amount of husk in brewing barley is subject to but few variations. The sum total of all the constituents, starch, protein, ash and husk was about 90 per cent. After deducting fat and a small quantity of raw fiber, a deficit of 7 per cent still remained. The experimenter then endeavored to ascertain if this substance was of any value in the brewery and whether it went into the worts. For this purpose, two barleys, and the malts made from them by laboratory processes, of which the waste was accurately known, were carefully analyzed. It was found that about 7 per cent of non-nitrogenous substance was always present in the extract, that could not consist of resolution products of the barley starch, nor could it be traced to other constituents of the grain. The question whether this substance is of importance to the brewer must be answered in the affirmative, as it enters the worts and in addition to the products of starch resolution, forms part of the extract.

FIGHTING THE BARLEY WEEVIL.

The bi-sulphide of carbon method is, of course, as effective as it is simple; but as it cannot, in the absence of direct experiment, be said that this substance is absolutely innocuous to the grain for brewing purposes, the *Wochenschrift fuer Branerei* says that other means for killing the weevil have been investigated. Among them the most favorable results were obtained by the use of dry sand mixed with the grain, this substance being apparently highly obnoxious to the insects, since those in the upper layers of the heap crawl out and prefer to perish of starvation rather than attempt to re-enter, while those in the lower strata are prevented from moving about from one corn to another, and die of hunger in a few days. It is essential that the sand should be dry and fine in texture, and to secure this latter condition it should be passed through a sieve of the same mesh as the winnower by which it is subsequently separated from the grain. The only drawbacks to its employment are the large extra amount of storage room required, and (in some places) the high cost, though the latter factor is minimized by the fact that the sand can be used over and over again. It does not, if dry, exert any unfavorable influence on the grain, and, indeed, may on the contrary act beneficially in preventing mustiness by occupying the interstitial spaces between the corns, and so keeping out mold fungi.

The final question how to get rid of the weevils harbored in the walls and crevices of infected granaries is answered by Dr. Schiemenz, who believes that this may be attained by keeping the granary entirely empty for a month in the warm weather; for he finds that though the insect in its torpid condition in the winter can exist for some time without food, yet when the temperature approximates 65 degrees to 70 degrees F., its appetite is exceedingly voracious, and it dies of hunger in less than three weeks. Where such a lengthened fallow is not feasible, the floors, etc., may be washed with petroleum (in an unmixed state) which, together with the concurrent mixing of the grain with sand, will have the desired effect.

WHITE VERSUS YELLOW CORN.

It is a common opinion among farmers that yellow corn is more oily and therefore worth more for fattening purposes than white; but chemical analysis scarcely supports this view. Following are the average analyses of duplicate samples of white and yellow corn, grown in different states, and reported in Experiment Station Bulletin No. 11, of the United States Department of Agriculture, the analyses being based upon the absolutely dry substance, and in several states being the average of two or more determinations:

White corn grown in	Protein.	Carbohydrates.	Fat
Illinois	12.9	78.1	4.7
Kansas	11.8	78.2	5.8
Michigan	13.4	76.7	5.4
Missouri	12.0	76.5	6.7
Texas	11.9	77.5	6.0
Wisconsin	10.6	80.9	5.1
Average	12.1	78.0	5.6
Yellow corn grown in	Protein.	Carbohydrates.	Fat
Illinois	12.4	77.6	5.1
Kansas	11.0	79.5	5.6
Michigan	13.2	76.8	5.4
Missouri	10.5	80.3	5.4
Texas	12.5	77.1	5.9
Wisconsin	11.6	80.1	4.2
Average	11.9	78.6	5.3

These analyses justify the conclusion that there is little, if any, connection between the color of the grain and the percentage of either protein or fat.—Chas. E. Thorne, of the Ohio Experiment Station.

The total elevator capacity of Manitoba and the Territories, including Fort William, is 19,985,000 bushels, an increase during the past year of 1,579,000 bushels. Of this total storage room for 16,714,500 bushels is on the line of the C. P. Ry.

Items from Abroad

Forecasts of the Indian wheat crop are on the whole favorable. The area has been generally increased and the conditions are good.

Argentine exports for the first eleven months of 1898 included 679,743 tons of wheat, 685,709 tons of corn, 154,382 tons of flaxseed, 25,131 tons of flour and 702,739 tons of hay.

The London Grain Elevator Co., Ltd., with capital of £200,000, has been organized to carry on the business of the company of the same name, organized in 1893, but now in liquidation.

The world's shipments of cereals for the season to January 17 were as follows: Wheat, 197,112,000 bushels; corn, 120,664,000 bushels; oats, 30,688,000 bushels; rye, 23,084,000 bushels.

A message from Wellington, New Zealand, January 28, said: "The surplus wheat of New Zealand, it is announced, will amount to 6,500,000 bushels. The surplus of other grain is also larger than usual."

The Hamburg-American and North German Lloyd steamship lines have each ordered a pneumatic grain unloading plant of 120 tons' capacity per hour, to be established at Hamburg and Bremerhaven, respectively.

It is reported in grain trading circles in Hull that Wakefield is likely to lose several grain traders, who intend to remove to Hull on account of the greater facilities offered the grain trade at that port, where the imports are so large.

Indian exports for the season April 1 to October 1, 1898, were 24,720,000 bushels of wheat, against 955,400 bushels in 1897; 165,050 280-pound sacks of flour, against 114,750 sacks in 1897; and 13,360,000 bushels of flaxseed against 5,857,600 bushels in 1897.

Russian exports of wheat for the season to January 14 were 34,307,200 bushels, against 63,265,600 bushels in 1897 and 55,120,000 bushels in 1896. Exports of rye and oats also were heavily decreased, but those of barley and maize were considerably increased in 1898.

In view of the opening of markets for Siberian wheat in Sweden, Norway and Great Britain, the Imperial Agricultural Society of Russia has petitioned the government to establish a line of steamers on the River Obi and Kara Sea and to construct a harbor at Nakhoda Bay.

The steamer *Manchester City*, from Halifax, N. S., January 4, entered Manchester canal January 14, carrying 37,000 bushels of oats, 67,000 bushels of corn, 40,000 bushels of wheat, 3,408 tons of hay and other items of cargo. Her draft was 27 feet 4 inches and her length 445 feet, being the largest vessel that has as yet passed through this canal.

The stock of cereals in Russia, taken on the first of December (O. S.), has been declared as follows: Wheat, 42,004,000 poods; previous month, 38,090,000 poods. Rye, 8,862,000 poods; previous month, 8,432,000 poods. Barley, 6,498,000 poods; previous month, 5,680,000 poods. Oats, 7,446,000 poods; previous month, 7,074,000 poods. Maize, 996,000 poods; previous month, 814,000 poods. (One pood equals 36.112 pounds.)

The Review of the River Plate for December 31 estimated a surplus of wheat for export by the Argentine at 800,000 to 1,000,000 tons, and flaxseed at 100,000 to 120,000 tons; but up to the first of February only 80,000 bushels of wheat had been shipped, compared with 1,250,000 bushels in 1898. The reduction of the gold premium, which is nearly at par, seems to have retarded sales of the wheat which was actually grown and harvested.

As a bit of the aftermath of the Greco-Turkish war, it appears that during the Turkish occupation of Thessaly the government authorities who seized large quantities of wheat and barley gave promissory notes of the government for the grain; but now that payment has been asked, the unfortunate note-holders are told that the Turkish military exchequer is empty and that the government never intended to pay the notes! Many grain merchants, native and foreign, for all fare alike, have been ruined.

The Review of the River Plate, December 31, says: "If the maize crop is to be saved, something must be done to combat the locusts, which have now appeared in enormous numbers all over the country. But instead of anything being done, we have the members of the Central Committee resigning one after another, for the simple reason that the Minister of Finance will not or cannot supply money."

The extirpation of the locust plague, or its effective control, is one of the most important aims of government in this country."

The fire department of Chicago was again called upon, January 16, to throw water upon the blazing ruins of the Air Line Elevator, which was burned on the night of August 20.

PRESS COMMENT

WHEAT PRODUCTION.

John Hyde, statistician of the United States Department of Agriculture, says in the February number of the North American Review that within a generation the population of the United States will consume all the wheat grown within its borders and will be driven to import. On the other hand, Edward Atkinson, a few years ago, estimated that there was then, in the single state of Texas, enough first-class wheat land, wholly unused, to grow all the wheat we need. As the boys say, you pay your money and take your choice.—Dayton (O.) Herald.

GOVERNMENT CROP REPORT.

Wise, indeed, is the man who can tell to a nicety, as the government undertakes to do, the number of bushels of wheat raised, or the number of cattle and hogs in each county. Reliable reports can be obtained, but it will require a large expenditure of money and much labor, which the government, however, is certainly abundantly able to do. Statistics, unless reliable, should not be issued by the government. The sooner the matter is taken in hand and placed upon a thoroughly business basis the better it will be for the commercial interests of the country.—Kansas City Times.

DIVERSIFIED CROPS IN THE SOUTH.

Corn and meat are so plentiful in almost every portion of the state that the advancing merchants will largely find their occupation gone in this one direction, but they will share in any prosperity which comes to the farmers, and, if they sell less grain and meat on time, they will find better cash trade from their country customers who can now afford to spend money for other goods, and thus all classes will be benefited. It is fervently to be hoped that the present year will show a still further advance in the right direction, and that next year Alabama will have that greatest of all blessings—an independent farmer class.—Montgomery (Ala.) Advertiser.

THE CORN PROPAGANDA.

The corn propaganda, carried on in Europe a few years ago by Col. "Corn" Murphy, has resulted in a wonderful increase in our exports of corn and corn products, and the proper education of the world in the matter of the many uses of corn as a food will ultimately result in a demand that must certainly improve prices.—Des Moines Register.

Changes in the dietary habits of the people of foreign countries are going on more rapidly than ever before, and the time seems ripe for an organized effort to acquaint not only the people of Europe, but of the far East as well, with the merits and cheapness of Indian corn as an article of food.—Springfield (Ill.) Journal.

WHY?

As a general rule, in a movement of the sort we are now witnessing in the States, all articles rise and fall together, and seeing what a large and active market the American farmer is now enjoying for his wheat and maize it will be surprising indeed if he continues to sell at low prices, while he sees other classes of the community reveling in steadily advancing markets.—Broomhall's.

These facts prove that the exporters of the United States have the world's markets in their hands, and the light surplus of grain in this and all other countries proves that the early spring markets will be more excited than they have been for many years past.—Des Moines Register.

It is reasonable to expect wheat to sell at 85 cents in Minneapolis. It should be selling there to-day on its merits. Speculation will soon be a factor, and then it is not unreasonable to expect advance above 85 cents. Why give this wheat away, when Europe must be a steady buyer for weeks to come?—Minneapolis Journal.

THE RAILROAD SITUATION.

We are not writing this, but copying that which is written by the Interstate Commerce Commission and published in a recent report. "The railroad situation has become intolerable, both from the standpoint of the public and the carriers. Tariffs are disregarded, discriminations constantly occur, the price at which transportation can be obtained is fluctuating and uncertain. Railroad managers are distrustful of each other, and shippers all the while in doubt as to the rates secured by their competitors. The volume of traffic is so unusual as to frequently exceed the capacity of equipment, yet the contest for tonnage seems never relaxed. Enormous sums are spent in purchasing business and secret rates accorded far below the standard of published charges. The general public gets little benefit from these reductions, for concessions are mainly confined to the heavier shippers. All this augments the advantages of large capital and tends to the injury and often to the ruin

of smaller dealers. These are not only matters of gravest consequence to the business welfare of the country, but they concern in no less degree the higher interests of public morality."—Philadelphia American.

TRANSPORTATION

The eastern lines have put into effect a grain rate of 18½¢ from Milwaukee to New York.

It is estimated that there are fully 3,000 miles of new railroad projected in the southwestern states and territories for building this year.

The contracts made at Duluth for May vessels are said to be unusually few and will not exceed 2,000,000 bushels at May 1. The rate February 1 was 2 cents.

Chicago vessel men February 1 were asking 3 cents on corn to Buffalo, including storage. The unchartered room in port at that date was only 800,000 bushels out of a possible 4,500,000 bushels.

The rumor of the sale of the Chicago & Alton road has been revived. In case the road is sold, it will be bought to be operated in the interest of the Ill. Cent., U. P., M. P. and M. K. & T. roads.

The Iowa Railroad Commission has refused to order the establishment of a joint rate southward to Port Arthur, on the ground that such an order would affect interstate rates and would not be legal.

The new differential rate in force gives Philadelphia a rate from the West 1¢ below that of New York, and Baltimore ½¢ below that of Philadelphia. This is about 50 per cent less than the old differential.

St. Louis has joined the other Mississippi River towns in urging Congress to make an appropriation to improve the southwest pass of the Mississippi River. The work will cost from \$7,000,000 to \$12,000,000.

The reorganization of the Ogdensburg & Lake Champlain and Rutland railroads gives J. R. Booth, owner of the Parry Sound route, control of through grain routes from Duluth and Chicago to the eastern terminus of the Rutland road.

The export rate on grain originating at points west of the Mississippi River and from Chicago were reduced 1½¢ on February 1, making the rate 13½ cents from Chicago to New York, 12½ cents to Philadelphia and 12 cents to Baltimore.

The annual meeting of the Kansas City General Transportation Committee, representing the shipping interests of the city, was held January 27, and was very largely attended. Mr. W. P. Trickett, commissioner, was reappointed at an increased salary.

The Chicago Hay Dealers' Association has appealed to the Board of Trade directors to begin suit in the courts to compel the railroads to furnish storage of some character for hay, and the directors have sent the application to the committee on legal advice.

The M. & St. L. road will build a line of road southwestward from New Ulm, Minn., to Omaha, giving St. Paul and Minneapolis a new direct line to Omaha. The Twin Cities hope by the new line to handle some of the grain that now goes directly to Chicago.

The Marine Review of Cleveland estimates the number and tonnage of new ships under contract for building at January 1, as 204 and 254,216 respectively, costing \$19,760,900. Of these 58 are war vessels. Of the merchantmen, 26 are building for the lakes service.

The Parry Sound route is to be improved by the construction of two new steamers of large size (Canadian bottoms) to deliver grain from Fort William and Duluth. The barge line also from Coteau transfer to Montreal will be increased, and a floating elevator provided at Montreal.

The Southeastern Mississippi Valley Association of railroads has agreed to remove the 6-cent discrimination against Cincinnati complained of by the Cincinnati grain shippers to territory south of the Ohio River. This reduction on the rate from East St. Louis to Cincinnati is made a condition that the shipment originates at a point west of the Mississippi and that the grain, after reaching Cincinnati, is reconsigned to a southeastern point within 72 hours. The reduction puts all the Ohio River gateways on a parity.

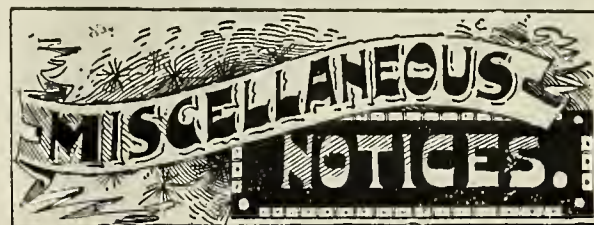
A mass meeting was held at Toronto on February 3 at which speakers were present from Midland, Collingwood and Meaford, who discussed the "grain route" problem. After several hours' discussion a resolution was adopted which asked the federal government to construct an air line railway from some point on Georgian Bay to Toronto, in connection with a deepened and improved canal system. The council, the board of trade and a committee of six gentlemen as follows were appointed to carry

out the terms of the resolution: Messrs. J. K. Leslie, W. F. Maclean, M. P., John Laxton, J. H. Boyle, Major Parsons and J. A. Proctor.

Ocean grain rates to Europe have been very low during January and February. During the first week of February Boston booked about 500,000 bushels of wheat at 2 cents compared with 11 cents in December. Quotations at New York on February 1 were as follows: To Liverpool 2d, London 3d, Glasgow 3d, Bristol 3½d, Leith 3½d, Hull 3½d, Newcastle 3½d, Antwerp 3d, Hamburg 40pfgs, Rotterdam 7c, Amsterdam 7c. These rates also have since been cut.

FLAXSEED INSPECTION.

The flaxseed inspection committee at Chicago recently recommended to the Board of Trade a change of system for the inspection of flaxseed, which has been adopted. No change in the nomenclature of the grading is made, but No. 1 Northwestern seed will hereafter include seed with 12 per cent of damaged seed instead of only 8 per cent as at present, and No. 1 flaxseed will include seed carrying 25 per cent of inferior seed rather than only 20 per cent as at present. Burnt and smoky seed is given a classification of its own, and is not included in the "no grade."



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

ELEVATOR WANTED.

Wanted, to buy an elevator and stock yards in good locality. Address

IL, Box 305, Madison, Nebr.

MEN WANTED.

Wanted, several competent men who understand elevator construction. Will pay big wages to the proper persons. Must come well recommended. Address, at once,

W. W. LOCKWOOD, Winfield, Kans.

PARTNER WANTED.

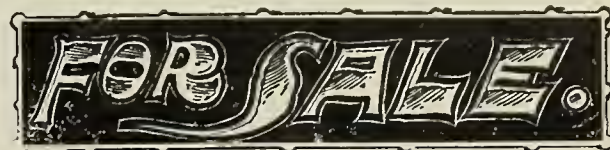
A grain dealer of liberal mind, in possession of his business establishment and \$8,000 besides, wants a partner with about equal capital, \$6,000 or more. Posey County is the finest grain section of the state of Indiana. Address

HENRY SCHNACK, Box 33, Mt. Vernon, Ind.

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

ELEVATOR FOR SALE.

For sale, elevator and residence. Address

DR. D., Kirkman, Iowa.

SECOND-HAND GASOLINE ENGINES.

A partial list of second-hand engines for sale:

25-h. p. Otto, \$450.

15-h. p. Charter, \$300.

8-h. p. Fairbanks-Morse, \$200.

6-h. p. Chicago, \$175.

4-h. p. Wolverine, \$110.

All engines guaranteed to be in A1 condition.

L. D. PRICE, 34 W. Washington St., Chicago, Ill.

FARM FOR SALE OR TRADE.

For sale, good farm of 640 acres in Butler County, Kansas, or trade for good elevator or mill plant. Address

C. W., Box 2, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

One No. 5 Barnard & Leas Wheat Separator, double shake, good order; price \$40. One Obenchain Automatic Under-runner French Burr, good order; price \$30. Two iron tanks, 9x9 feet, with hopper bottoms, made from No. 10 boiler iron, watertight, price \$10 each. All f. o. b. cars Conway Springs, Kansas.

H. L. STRONG GRAIN CO., Coffeyville, Kans.

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ORDERS FILLED PROMPTLY.

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**E. R. Ulrich & Sons,
SHIPPERS OF WESTERN GRAIN,**

Especially High Grade White and Yellow Corn.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L. C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building,
SPRINGFIELD, ILLINOIS.

Write for prices delivered. We do not care to make prices south of the Ohio River, on account of the freights.

ROOFING AND SIDING.

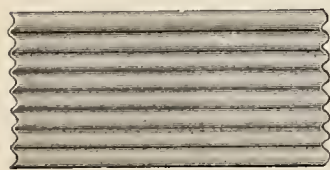
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Homeseekers' Excursions.

On the first and third Tuesdays in February and March, 1899, the Chicago, Milwaukee & St. Paul Railway will sell round-trip excursion tickets (good 21 days) from Chicago, Milwaukee and other points on its line, to a great many points in South and North Dakota, Minnesota, Iowa, Wisconsin and other western and southwestern states, at greatly reduced rates. Take a trip west and see the wonderful crop results of last year, and what an amount of good land can be purchased for a little money. Further information as to rates, routes, prices of farm lands, etc., may be obtained on application to any coupon ticket agent, or by addressing Geo. H. Heafford, Gen'l Pass. Agent, Old Colony Bldg., Chicago.

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[We will not knowingly publish the advertisement of a bucketshop keeper or irresponsible dealer.]

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For Cash and Future Delivery.

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Correspondence with millers and grain dealers solicited. Sight draft with bills of lading attached honored on all shipments.

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**F. H. PEAVEY & CO.,**

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GRAIN RECEIVERS.

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MILLING WHEAT A SPECIALTY.

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Liberal advances made on consignments. Market reports furnished gratuitously on application. Correspondence solicited.

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Manufacturers National Bank.
Merchants National Bank.

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We Want Your Business.

If you appreciate **Honest Work, Good Treatment and Prompt Returns**, consign your grain to us.

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Arthur Sawers In charge of receiving business.

CHARLES D. SNOW & Co.,

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References: { Manufacturers National Bank, Philadelphia, Pa.
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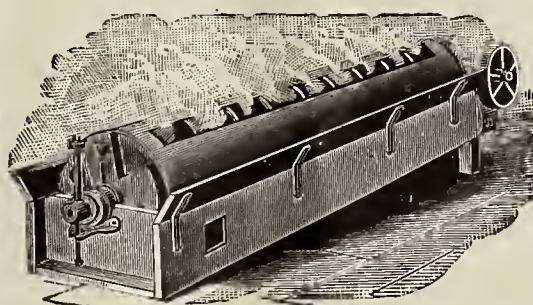
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By using our
STEAM DRYER,

Which is also a successful
Wheat Heater or Temperer
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It leaves the Wheat in Perfect Condition for the Rolls. Will also dry
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Not an Experiment. In successful use 25 years drying
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ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

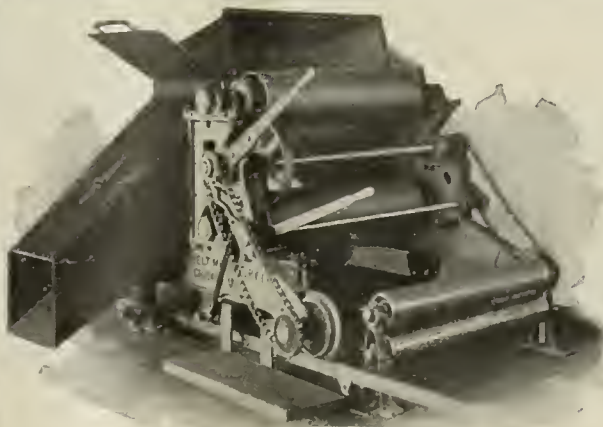
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THE LINK-BELT MACHINERY CO.

ENGINEERS, FOUNDERS, MACHINISTS,
CHICAGO, U. S. A.

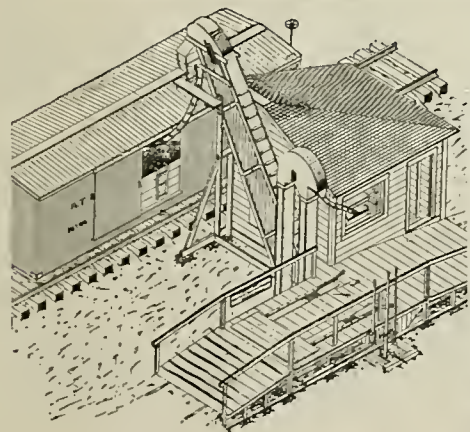
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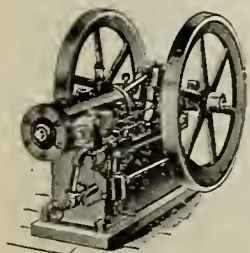


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THE NEWEST THING OUT.

Compact, Strong, Efficient. Capacity
600 Bushels Per Hour.

Western Elevator Construction Co.,
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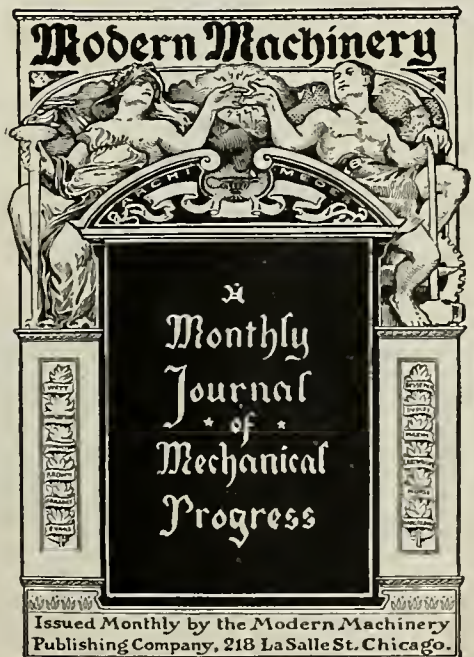
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ENGINE.

"A Model of Perfection."
Write for Pamphlet
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HIRAM MAXIM says: "Allow me to congratulate you on the excellent character of your publication."
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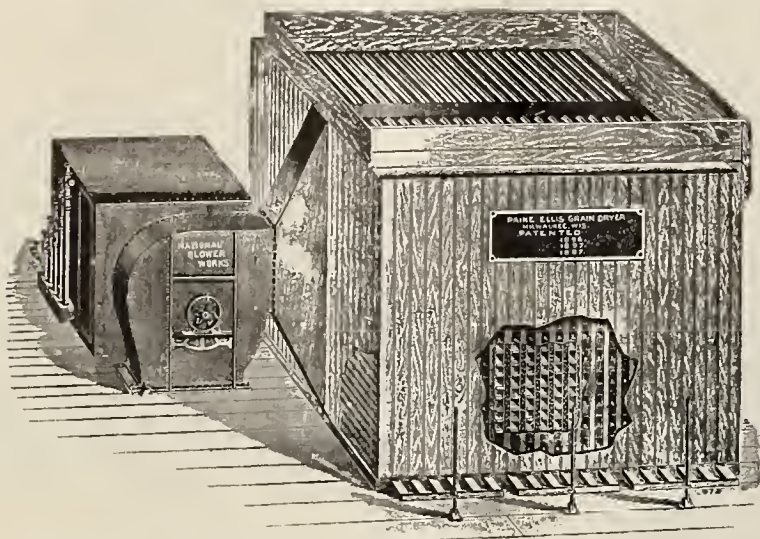
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The Paine-Ellis Grain Drier

is **THE ONLY PRACTICAL DRIER**
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OPERATION AND CAPACITY GUARANTEED.



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Write for Catalogue and Particulars.

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Made for the new Armour Elevator D at Chicago, by

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A RELIABLE SOURCE OF SUPPLY.

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Timothy, Clovers, Flax, Hungarian, Millets, Red Top, Blue Grass,
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Dries a carload of damp corn
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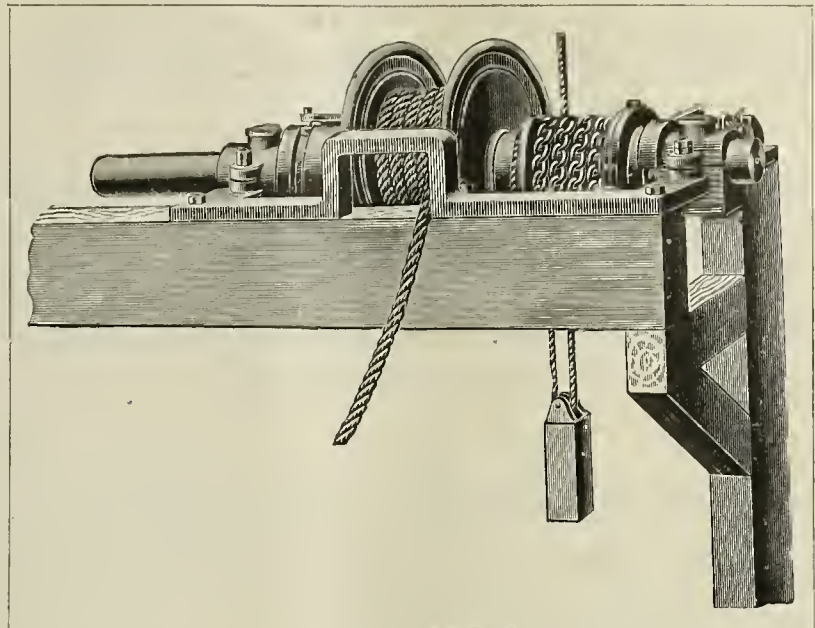
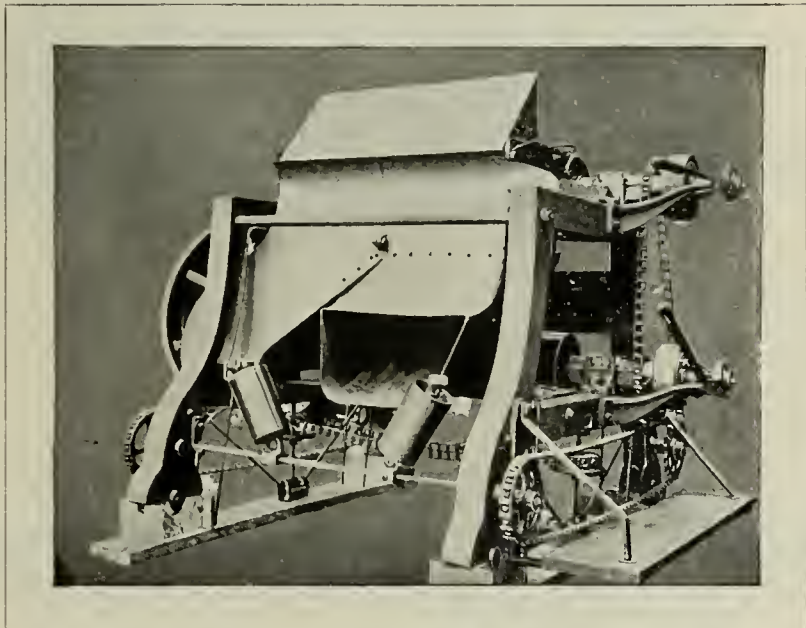


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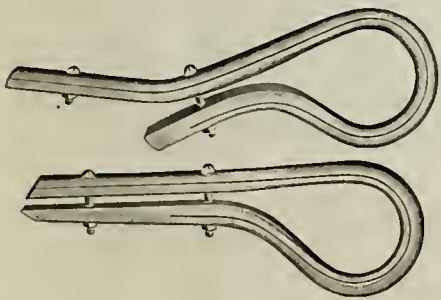
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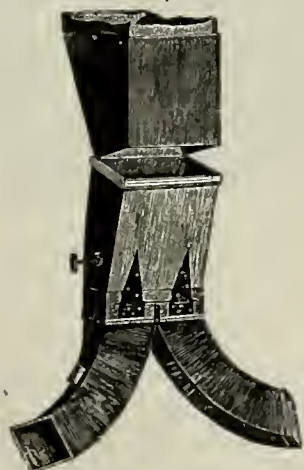
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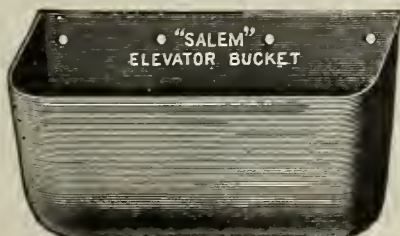
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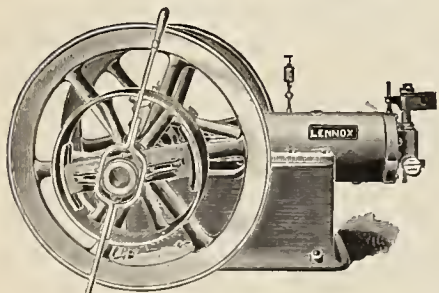
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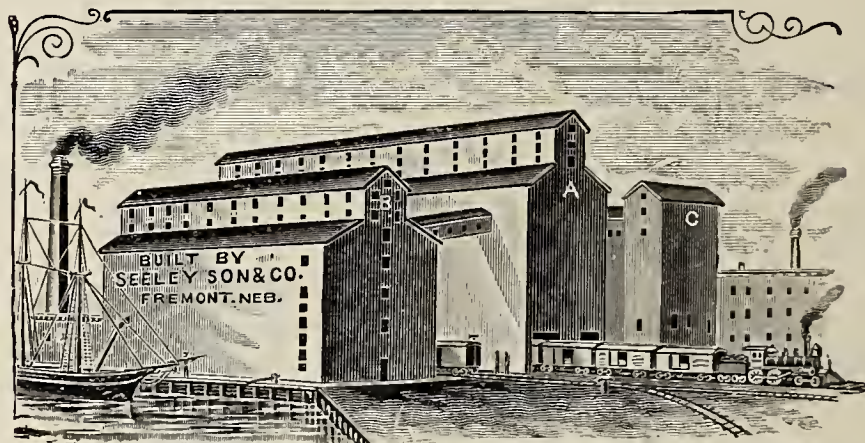
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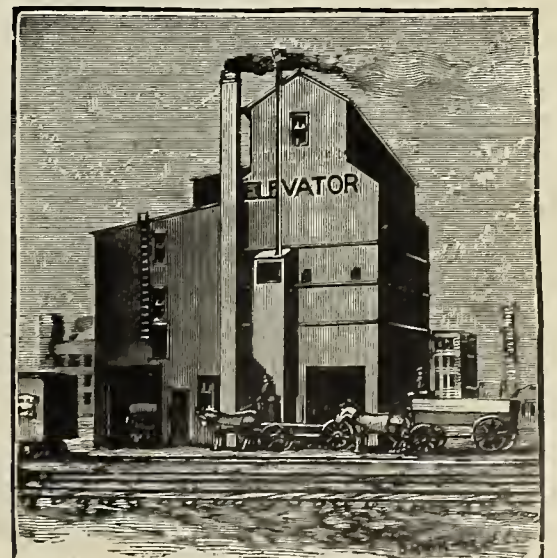
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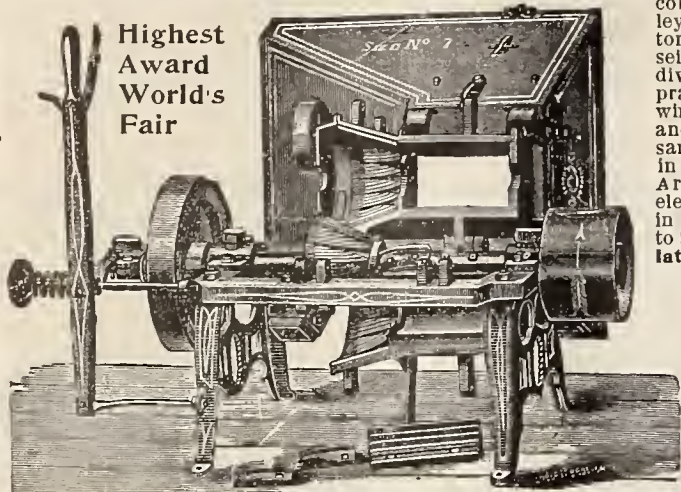
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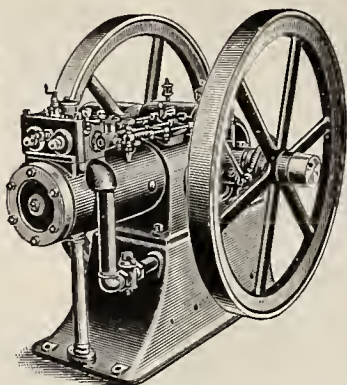
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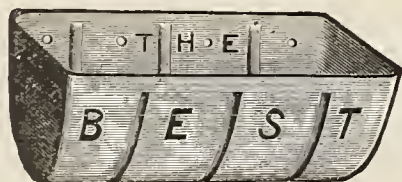
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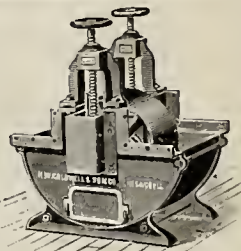
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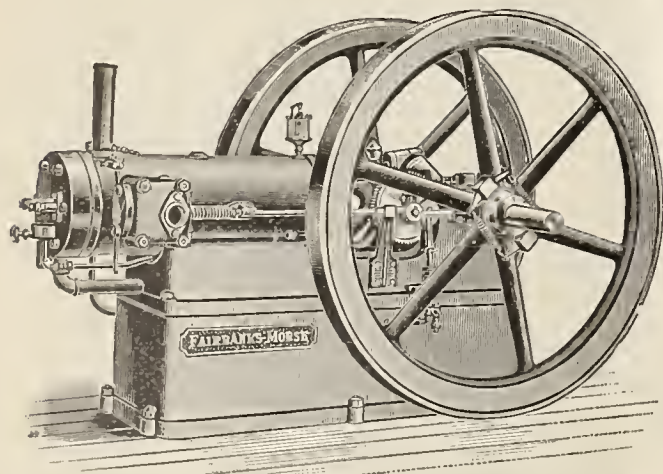
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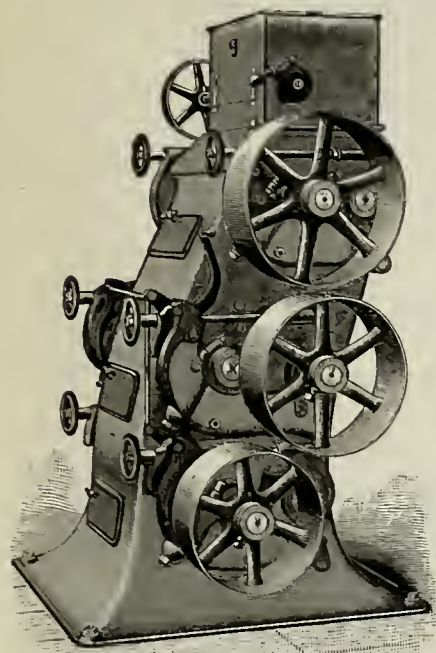
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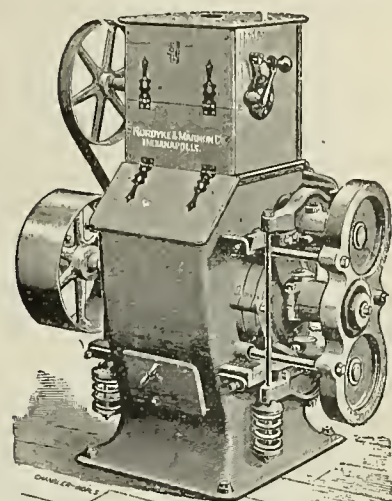


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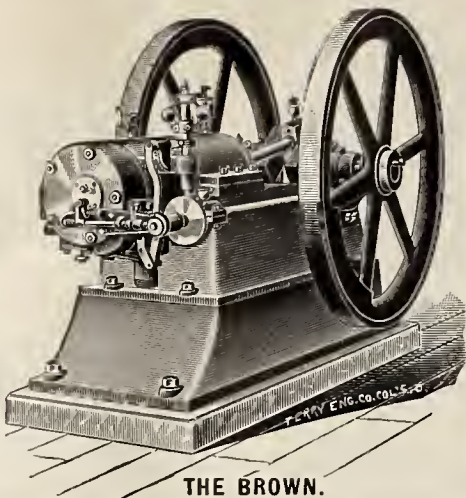
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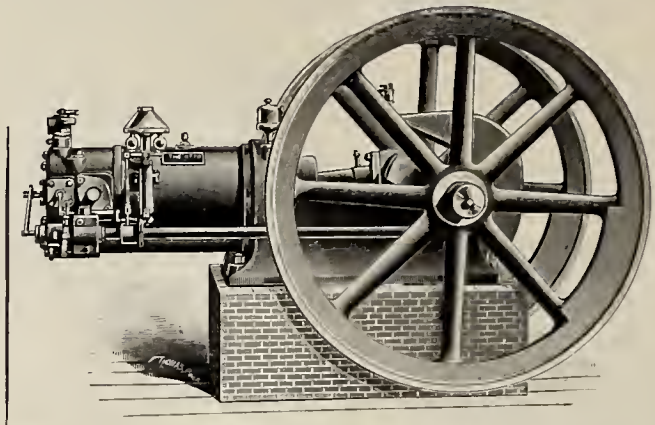
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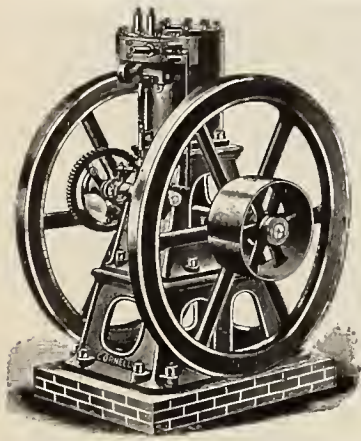
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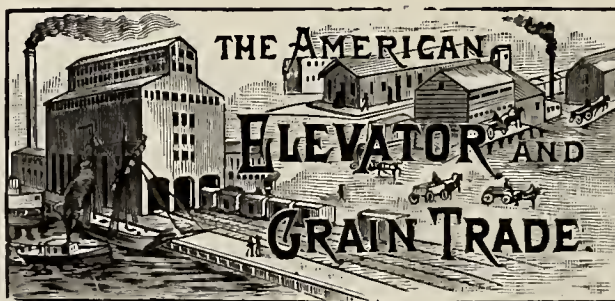
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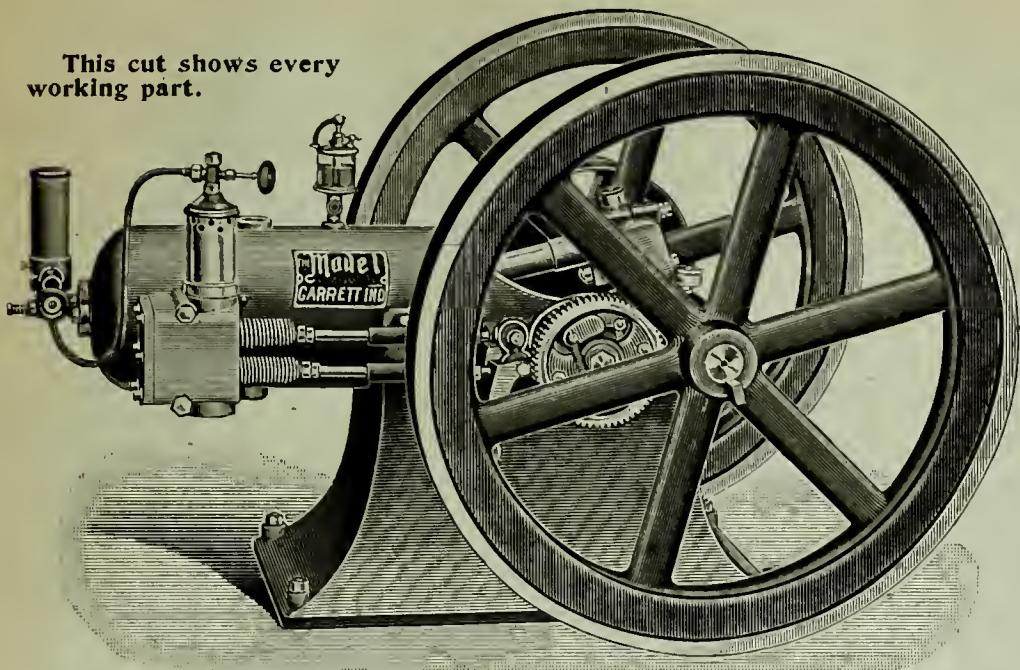
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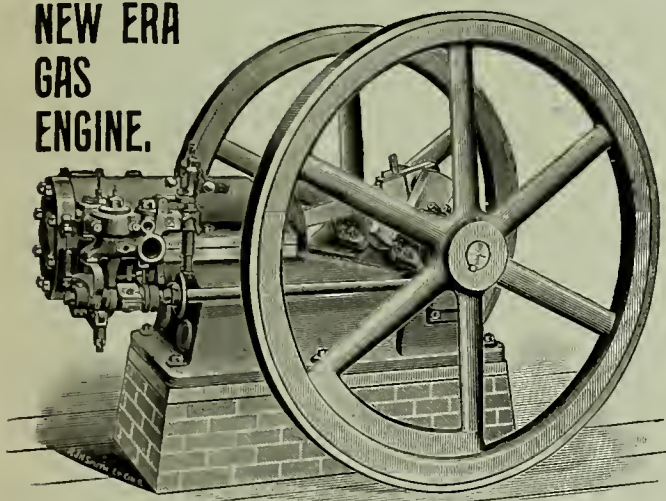
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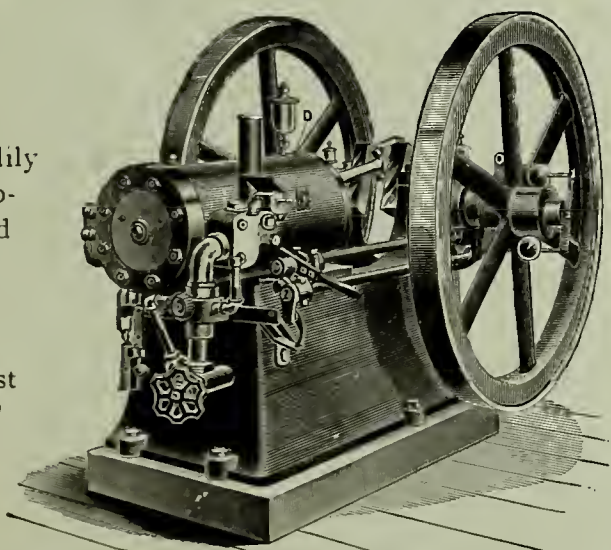
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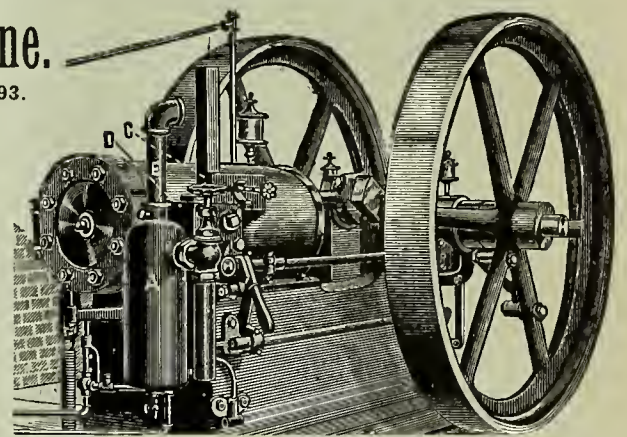
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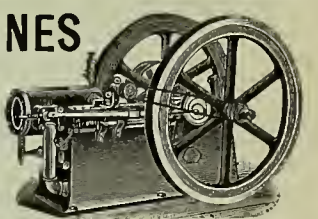
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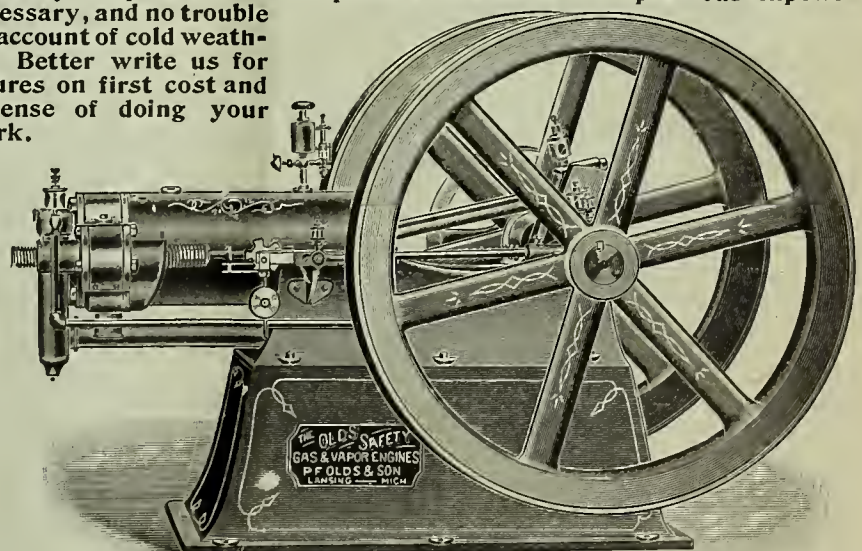
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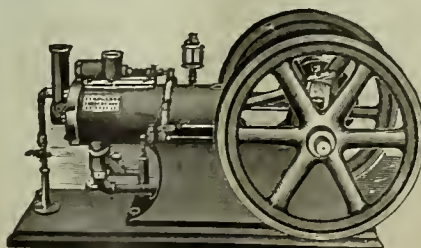
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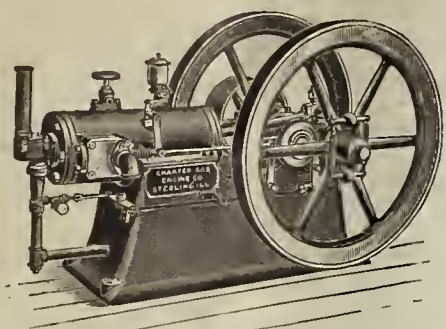
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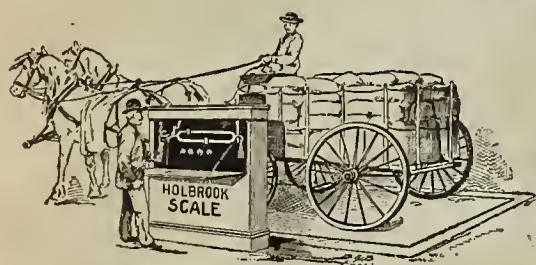
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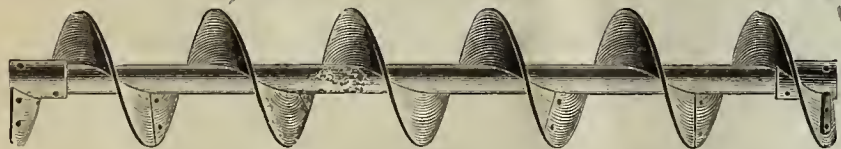
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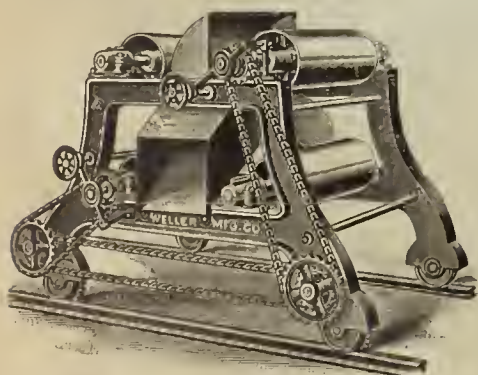
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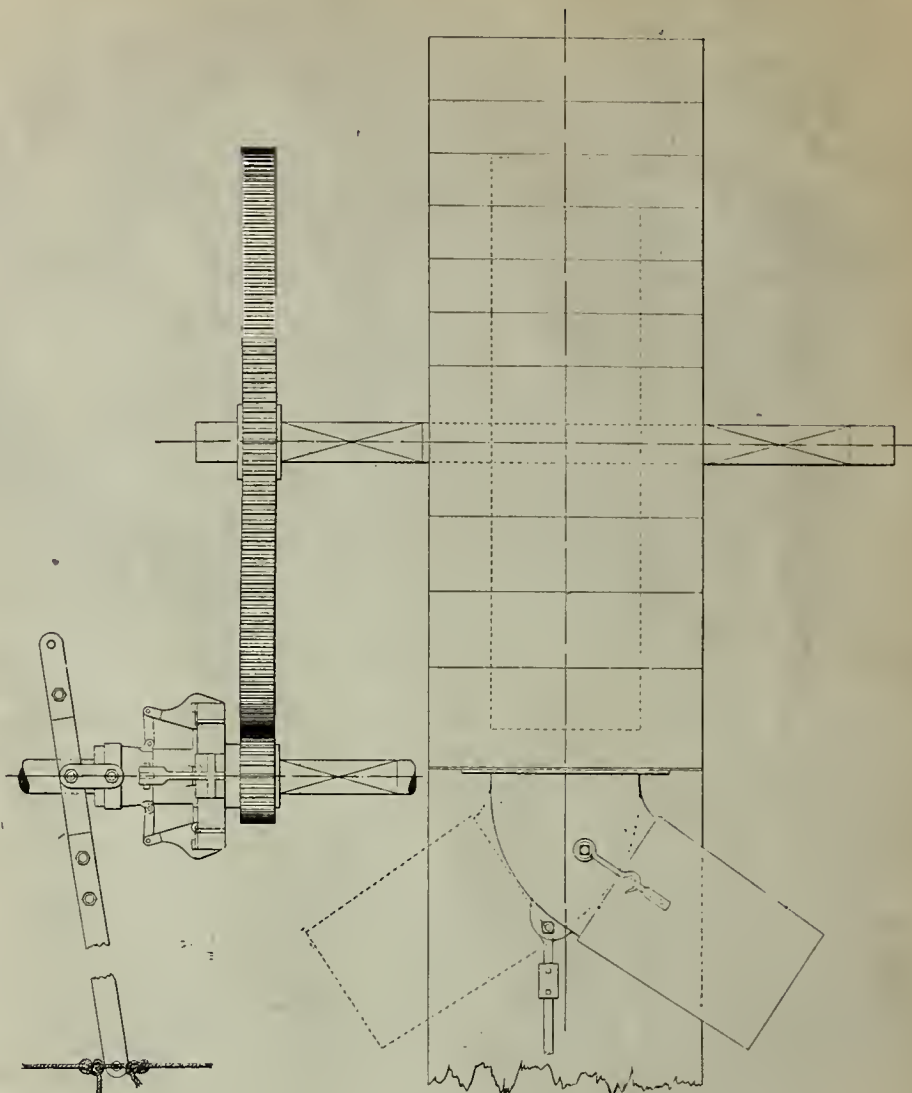
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